SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

112

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, June 16, 1907, at 7:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. S. PALMER,
General Superintendent.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations		FIRST CLASS 16 Oregon Express	§24 Tonopah Express	10 Fast Mail Standard Sleepers	48 Vallejo and Sacramento Passenger	26 The Owl	6 C. P Atlantic Express	44 San Ramon Calistoga & Santa Rosa Passenger	14 Portland Express	50 Stockton & Fresno Passenger	18 Sacramento & Oroville Passenger	8 Los Angeles Passenger	2 Overland Limited	46 Martinez Passenger	4 C. P. Atlantic Express	84 Bakersfield Passenger	12 Shasta Express	42 San Ramon, Calistoga & Santa Rosa Passenger	20 Sacramento and Oroville Passenger	Distance from San Francisco	Time Table No. 112 June 16, 1907 **STATIONS** (Foot-note*)
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		8.20PM	7.00PM	6.20PM	5.40PM	5.00PM	4.20PM	4.00PM	3.40PM	3.20PM	3.00PM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	8.00AM	7.40AM	7.00AM	0.00	DN **SAN FRANCISCO** 4.50
		8.38	7.18	6.38	5.58	5.18	4.38	4.18	3.58	3.38	3.18	10.38	10.18	9.58	9.18	8.38	8.18	7.58	7.18	4.50	DN **OAKLAND PIER**
W		8.50PM	7.30PM	6.50PM	6.10PM	5.28PM	4.50PM	4.28PM	4.10PM	3.48PM	3.25PM	10.48AM	10.30AM	10.05AM	9.30AM	8.47AM	8.30AM	8.07AM	7.28AM	4.50	DN **OAKLAND PIER** 1.39
Term. Yard TYWCO																				5.89	DN WEST OAKLAND 0.60
16,273		s 8.57	s 7.37	s 6.57	s 6.17	s 5.35	s 4.57	s 4.34	s 4.17	s 3.53	s 3.31	s 10.54	s 10.37	s 10.11	s 9.37	s 8.53	s 8.37	s 8.13	s 7.34	6.49	D OAKLAND 1.14
21,829																				7.63	EMERY 1.12
6,222		9.01	7.42	7.01	6.21	5.39	5.01	4.38	4.21	3.57	3.35	10.58	10.41	10.15	9.42	8.57	8.42	8.16	7.39	8.75	D STOCK YARDS 1.67
49,679		9.04	7.45	7.04	6.24	5.42	5.04	4.41	4.24	† 4.00	† 3.38	11.02	10.44	† 10.18	9.45	† 9.00	8.45	8.18	† 7.43	10.42	WEST BERKELEY 0.73
6,564		9.05	7.46	7.05	6.25	5.43	5.05	4.42	4.25	4.01	3.39	11.03	10.45	10.19	9.46	9.01	8.46	8.19	7.44	11.15	CORBIN 0.53
2,704											f			f					f	11.68	FLEMING 0.50
1,672		9.07	7.48	7.07	6.27	5.45	5.07	4.44	4.28	4.03	3.42	11.05	10.47	10.21	9.48	9.03	8.48	8.21	7.46	12.18	NOBEL 0.59
4,118											f			f					f	12.77	VIGORIT (Spur) 1.15
8,817		9.10	7.50	7.10	6.29	5.48	5.10	4.46	4.31	4.07	s 3.46	11.08	10.49	s 10.25	9.50	9.06	8.50	8.24	s 7.50	13.92	D STEGE 2.10
3,353		9.13	7.53	7.12	6.32	5.51	5.13	4.49	s 4.34	f 4.10	s 3.49	s 11.11	10.52	s 10.28	9.53	† 9.09	s 8.53	8.27	s 7.54	16.02	D RICHMOND 1.57
17,722 W		9.15	7.56	7.14	6.34	5.53	5.15	4.52	4.37	† 4.12	s 3.53	11.14	10.54	s 10.31	9.56	9.11	8.56	8.29	s 7.58	17.59	DN SAN PABLO 2.13
10,563		9.19	7.59	7.18	6.37	5.57	5.19	4.55	4.41	4.16	s 3.58	11.18	10.57	f 10.36	9.59	9.14	8.59	8.33	s 8.02	19.72	GIANT 1.10
6,185		9.21	8.01	7.20	6.39	5.59	5.21	4.57	* 4.43	4.18	4.00	11.20	10.59	f 10.38	10.01	9.16	9.01	8.36	8.05	20 82	SOBRANTE 3.20
8,535		9.26	8.06	7.26	s 6.44	6.04	5.27	5.02	* 4.49	† 4.24	s 4.07	11.26	11.04	s 10.46	10.06	9.21	9.06	8.41	s 8.12	24.02	D PINOLE 0.78
3,508																				24.80	HERCULES 1.66
3,337		9.30	8.10	7.30	6.49	6.08	5.32	5.05	4.54	4.28	s 4.12	11.30	11.07	s 10.51	10.10	9.25	9.10	8.44	s 8.18	26.46	RODEO 1.02
2,238																				27.48	OLEUM (Spur) 0.66
9,170		9.33	8.13	7.33	6.52	6.11	5.36	5.08	4.58	f 4.32	4.16	11.34	11.11	f 10.55	10.13	9.28	9.13	8.48	f 8.22	28.14	TORMEY 0.87
9,514		9.34	8.14	7.34	s 6.53	6.12	5.37	5.09 5.15	4.59	† 4.33	s 4.18	s 11.35	11.12	s 10.57	10.14	9.29	9.14	8.50 8.56	s 8.23	29.01	D **VALLEJO JUNCTION** 0.96
21,603		9.36	8.16	7.36	6.55	6.14	5.39	s 5.18	5.02	s 4.35	s 4.20	11.37	11.14	s 10.59	10.16	9.31	9.16	s 8.58	s 8.26	29.97	D CROCKETT 2.20
74,235 TCWO		s 9.40PM	s 8.20PM	s 7.40PM	s 7.00PM	s 6.18PM	s 5.45PM	s 5.25PM	s 5.07PM	s 4.40PM	s 4.25PM	s 11.42AM	11.20AM	s 11.04AM	s 10.20AM	s 9.35AM	s 9.20AM	s 9.05AM	s 8.33AM	32.17	DN **PORT COSTA**
		9.40	8.20	7.40	7.00	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	5.07	To Martinez see page 8.	4.25	To Martinez see page 8.	11.20	To Martinez see page 8.	10.20	To Martinez see page 8.	9.20	To Martinez see page 8.	8.33	32 17	DN **PORT COSTA** 1.08
		10.05PM	8.45PM	8.05PM	7.20PM				5.27PM		4.45PM		11.45AM		10.45AM		9.45AM		8.50AM	33.25	DN **BENICIA**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.25)
		(0.50) 33.20	(0.50) 33.20	(0.50) 33.20	(0.50) 33.20	(0.50) 33.20	(0.55) 30.18	(0.57) 29.13	(0.57) 29.13	(0.52) 31.92	(1.00) 27.67	(0.54) 30.74	(0.50) 33.20	(0.59) 28.14	(0.50) 33.20	(0.48) 34.59	(0.50) 33.20	(0.58) 28.62	(1.05) 25.54		................Time over District ....Average speed per hour

Oakland Ferry

Automatic Block.

Double Track.

Benicia Ferry

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland first-class trains only), Port Costa, Benicia.

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal.

At Eckleys, Nos, 42, 44 and 46 on signal.

§ No. 24 Sundays, makes same stops as Nos. 18, 14 and 50, Steamer connects Vallejo Junction for Vallejo.

Time Table No. 112

June 16, 1907

				FIRST CLASS																		
			Distance from Port Costa	23	15	25	41	13	81	17	47	49	9	3	83	43	11	45	7	5	19	1
				Tonopah Express	California Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	SanFrancisco Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno & Stockton Passenger	Fast Mail	C. P. Pacific Express	Bakersfield Passenger	Santa Rosa Calistoga & San Ramon Passenger	Shasta Express	Martinez Passenger	Los Angeles Express	C. P. Pacific ·Express	Sacr amento Passenger	Overland Limited
	STATIONS (Foot-note★)			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN	**SAN FRANCISCO**	Oakland Ferry	32.17	7.08AM	8.48AM	8.48AM	9.28AM	9.48AM	10.28AM	10.48AM	11.28AM	12.08PM	12.28PM	12.48PM	4.48PM	6.08PM	6.28PM	6.48PM	7.08PM	7.28PM	7.48PM	8.28PM
DN	4.50 **OAKLAND PIER**		27.67	6.48	8.28	8.28	9.08	9.28	10.08	10.28	11.08	11.48AM	12.08PM	12.28	4.28	5.48	6.08	6.28	6.48	7.08	7.28	8.08
DN	**OAKLAND PIER**	Automatic Block. Double Track.	27.67	6.40AM	8.10AM	8.20AM	9.02AM	9.21AM	10.02AM	10.15AM	11.03AM	11.42AM	11.58AM	12.18PM	4.15PM	5.44PM	6.02PM	6.14PM	6.36PM	7.00PM	7.20PM	8.00PM
	1.39 WEST OAKLAND		26.28																			
D	0.60 OAKLAND		25.68	s 6.34	s 8.03	s 8.14	s 8.55	s 9.15	s 9.56	s 10.08	s 10.57	s 11.34	s 11.51	s 12.12	s 4.08	s 5.39	s 5.56	s 6.08	s 6.30	s 6.52	s 7.12	s 7.52
	1.14 EMERY		24.54																			
D	1.12 STOCK YARDS		23.42	6.29	7.58	8.08	8.48	9.11	9.52	10.03	10.52	11.28	11.45	12.08	4.03	5.34	5.50	6.03	6.24	6.45	7.06	7.47
	1.67 WEST BERKELEY		21.75	6.26	7.54	8.05	8.43	9.08	* 9.48	* 9.59	10.48	*11.24	11.42	12.05	* 4.00	5.31	5.45	* 5.59	6.21	6.40	* 7.02	7.42
	0.73 CORBIN		21.02	6.25	7.53	8.04	8.42	9.07	9.47	9.58	10.47	11.23	11.41	12.04	3.59	5.30	5.44	5.58	6.20	6.39	7.01	7.41
	0.53 FLEMING		20.49				f											f				
	0.50 NOBEL		19.99	6.23	7.51	8.02	8.38	9.05	9.45	9.56	10.45	11.21	11.39	12.02PM	3.57	5.28	5.42	5.56	6.18	6.37	6.59	7.39
	0.59 VIGORIT (Spur)		19.40							f								f				
D	1.15 STEGE		18.25	f 6.20	7.47	7.59	s 8.34	9.02	9.42	f 9.52	10.42	11.17	11.36	11.59AM	3.54	5.26	5.39	s 5.52	6.14	6.32	* 6.55	7.36
D	2.10 RICHMOND		16.15	f 6.17	7.43	7.56	s 8.29	8.59	9.39	s 9.48	10.39	s 11.13	11.33	11.56	f 3.51	5.23	* 5.36	s 5.48	* 6.11	6.28	s 6.52	7.33
DN	1.57 SAN PABLO		14.58	6.15	7.41	7.53	s 8.26	8.57	9.37	f 9.46	10.37	11.10	11.30	11.54	3.49	5.21	5.34	s 5.45	6.08	6.25	* 6.49	7.30
	2.13 GIANT		12.45	6.11	7.36	7.49	f 8.21	8.54	9.34	f 9.41	10.33	f 11.05	11.26	11.51	‡ 3.45	5.17	5.31	f 5.40	6.04	6.20	* 6.44	7.25
	1.10 SOBRANTE		11.35	6.09	7.33	7.47	8.19	8.52	9.32	f 9.39	10.31	11.03	11.24	11.49	3.43	5.15	5.29	5 38	6.02	6.18	6.42	7.23
D	3.20 PINOLE		8.15	6.04	7.27	7.41	s 8.13	8.47	9.27	f 9.33	10.25	s 10.57	11.19	11.44	s 3.38	5.10	5.24	s 5.31	5.57	6.12	s 6.37	7.17
	0.78 HERCULES		7.37																			
	1.66 RODEO		5.71	6.00	7.22	7.36	s 8.08	8.43	9.23	f 9.28	10.21	f 10.51	11.15	11.40	3.34	5.06	5.20	s 5.27	5.52	6.07	6.32	7.12
	1.02 OLEUM (Spur)		4.69																			
	0.66 TORMEY		4.03	5.57	7.18	7.32	f 8.04	8.40	9.19	9.24	10.17	10.47	11.12	11.37	3.31	5.03	5.16	f 5.22	5.47	6.03	6.27	7.07
D	0.87 **VALLEJO JUNC.**		3.16	5.56	7.17	7.31	8.03 7.57	8.39	9.18	s 9.23	s 10.16	s 10.46	11.11	**11.36	s 3.30	5.02 4.53	5.15	s 5.21	5.46	** 6.02	s 6.26	7.06
D	0.96 CROCKETT		2.20	5.54	7.15	7.29	s 7.55	8.37	9.16	s 9.21	s 10.14	* 10.44	11.09	11.34	3.28	s 4.50	5.12	s 5.18	5.44	6.00	s 6.24	7.04
DN	2.20 **PORT COSTA**		0.00	s 5.50AM	s 7.10AM	7.25AM	7.50AM	s 8.33AM	9.12AM	s 9.17AM	s 10.10AM	10.40AM	11.05AM	11.30AM	3.24PM	4.45PM	s 5.07PM	5.13PM	5.40PM	s 5.55PM	s 6.20PM	s 7.00PM
DN	**PORT COSTA**	Benicia Ferry	1.08	5.50	7.10	From Martinez see page 9.	From Martinez see page 9.	8.33	From Martinez see page 9.	9.15	10.10	From Martinez see page 9.	11.05	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	5.07	From Martinez see page 9.	From Martinez see page 9.	5.53	6.20	7.00
DN	1.08 **BENICIA**		0.00	5.25AM	6.45AM			8.10AM		8.55AM	9.50AM		10.50AM				4.45PM			5.33PM	6.05PM	6.35PM
	(33.25)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District....................			(0.50)	(1.00)	(0.55)	(1.06)	(0.48)	(0.50)	(0.58)	(0.53)	(1.02)	(0.53)	(0.48)	(0.51)	(0.59)	(0.55)	(1.01)	(0.56)	(1.05)	(1.00)	(1.00)
	Average speed per hour....................			33.20	27.67	30.18	25.18	34.59	33.20	28.62	31.33	26.78	31.33	34.59	32.55	28.14	30.18	27.21	27.54	25.54	27.67	27.67

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Port Costa.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.

At Eckleys, Nos. 41 and 45 on signal.

‡ Stop on signal, Saturdays only, to receive passengers.

** Nos 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

☞ OBSERVE—First-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table, inferior trains must govern themselves accordingly.

FREIGHT TRAINS will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable (see page 26).

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY					THIRD CLASS						Distance from San Francisco.	Time Table No. 112 June 16, 1907	
						246	**250**	**268**	**220**	**222**	**202**			
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Fresno Freight	Tracy Freight	Way Freight	C. P. Through Freight	Oregon Freight	Sacramento Freight		**STATIONS** (Foot-note★)	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			
												0.00	DN **SAN FRANCISCO** 4.50	Oakland Ferry
												4.50	DN **OAKLAND PIER**	
W												4.50	DN **OAKLAND PIER** 1.39	Double Track.
Term. Yard TYWCO						11.20PM	11.05AM	7.40AM	**4.20AM**	1.00AM	12.01AM	5.89	DN WEST OAKLAND 0.60	
16,273						11.30	11.15	7.48	4.30	1.10	12.10	6.49	D OAKLAND 1.14	
21,829												7.63	EMERY 1.12	
6,222												8.75	D STOCK YARDS 1.67	
49,679												10.42	WEST BERKELEY 0.73	
6,564												11.15	CORBIN 0.53	
2,704												11.68	FLEMING 0.50	
1,672												12.18	NOBEL 0.59	
4,118												12.77	VIGORIT (Spur) 1.15	
8,817												13.92	D STEGE 2.10	Automatic Block.
3,353												16.02	D RICHMOND 1.57	
17,722 W												17.59	DN SAN PABLO 2.13	
10,563												19.72	GIANT 1.10	
6,185												20.82	SOBRANTE 3.20	
8,535												24.02	D PINOLE 0.78	
3,508												24.80	HERCULES 1.66	
3,337												26.46	RODEO 1.02	
2,238												27.48	OLEUM (Spur) 0.66	
9,170												28.14	TORMEY 0.87	
9,514												29.01	D **VALLEJO JUNC.** 0.96	
21,603												29.97	D CROCKETT 2.20	
74,235 TCWO						12.50AM	12.55PM	12.40PM	5.50AM	2.35AM	1.30AM	32.17	DN **PORT COSTA**	
	6.20PM	5.53PM	7.10AM	5.50AM	5.05AM	Via Martinez see page 8.	Via Martinez see page 8.		Via Martinez see page 8.	2.35	1.30	32.17	DN **PORT COSTA** 1.08	Benicia Ferry
	6.30PM	6.03PM	7.25AM	6.05AM	5.20AM					3.25AM	2.20AM	33.25	DN **BENICIA**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(33.25)	
						(1.30)	(1.50)	(5.00)	(1.30)	(1.35)	(1.29)		............Time over District	
						17.52	14.33	5.25	17.52	16.59	17.71		............Average speed per hour	

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

	Time Table No. 112 June 16, 1907	Distance from Port Costa.	THIRD CLASS								FERRY			
			201	265	219	241	249	267	217	221				
			Oregon & Red Bluff Freight	Freight	Ogden Freight	El Paso Freight	Tracy Freight	Way Freight	Ogden Freight	Portland Fast Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip
	STATIONS (Foot-note★)		Arrive Daily	Arrive Daily*	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Oakland Ferry	DN **SAN FRANCISCO** 4.50	32.17												
	DN **OAKLAND PIER**	27.67												
Automatic Block. Double Track.	DN **OAKLAND PIER** 1.39	27.67												
	DN WEST OAKLAND 0.60	26.28	1.45AM	**4.15**AM	6.30AM	9.50AM	3.30PM	5.25PM	7.55PM	11.05PM				
	D OAKLAND 1.14	25.68	1.35	4.05	6.20	9.40	3.20	5.15	7.45	10.55				
	EMERY 1.12	24.54												
	D STOCK YARDS 1.67	23.42												
	WEST BERKELEY 0.73	21.75												
	CORBIN 0.53	21.02												
	FLEMING 0.50	20.49												
	NOBEL 0.59	19.99												
	VIGORIT (Spur) 1.15	19.40												
	D STEGE 2.10	18.25												
	D RICHMOND 1.57	16.15												
	DN SAN PABLO 2.13	14.58												
	GIANT 1.10	12.45												
	SOBRANTE 3.20	11.35												
	D PINOLE 0.78	8.15												
	HERCULES 1.66	7.37												
	RODEO 1.02	5.71												
	OLEUM (Spur) 0.66	4.69												
	TORMEY 0.87	4.03												
	D **VALLEJO JUNC.** 0.96	3.16												
	D CROCKETT 2.20	2.20												
	DN **PORT COSTA**	0.00	12.15AM	2.45AM	5.05AM	8.20AM	2.00PM	2.15PM	6.25PM	9.35PM				
Benecia Ferry	DN **PORT COSTA** 1.08	1.08	12.15AM	Via Martinez see page 9.	5.05	Via Martinez see page 9.	Via Martinez see page 9.		Via Martinez see page 9.	9.35	2.35AM	11.55AM	7.35PM	8.20PM
	DN **BENICIA**	0.00	11.25PM		4.15AM					8.45PM	2.20AM	11.45AM	7.20PM	8.05PM
	(33.25)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.30)	(1.30)	(1.25)	(1.30)	(1.30)	(3.10)	(1.30)	(1.30)				
	Average speed per hour		17.52	17.52	18.55	17 52	17.52	8.29	17.52	17.52				

☞ OBSERVE—First-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table; inferior trains must govern themselves accordingly.

FREIGHT TRAINS will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable. (See page 26.)

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland—first class only) Port Costa, Benicia.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS				FIRST CLASS										Distance from San Francisco.		Time Table No. 112 June 16, 1907
	276	270	274	272	222	202	54	112	160	56	16	24	10	48	14	18	2	4	12	20			
	Marysville Freight	Red Bluff Freight	Way Freight	Portland Fast Freight	Oregon Freight	Sacramento Freight	Oroville Passenger	Sacramento Passenger	Vallejo Passenger	Oroville Passenger	Oregon Express	Tonopah Express	Fast Mail Standard Sleepers	Sacramento Passenger	Portland Express	Sacramento and Oroville Passenger	Overland Limited	C. P. Atlantic Express	Shasta Express	Sacramento & Oroville Passenger			
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
											8.20PM	7 00PM	6.20PM	5.40PM	3.40PM	3.00PM	10.00AM	9 00AM	8.00AM	7.00AM	0.00		DN SAN FRANCISCO 32.25
18,776 WTC			7.00AM		3.25AM	2.20AM					s10.05PM	s 8.45PM	s 8.05PM	s 7.20PM	s 5.27PM	Foot-note s 4.45PM	11.45AM	s 10.45AM	s 9.45AM	s 8.50AM	33.25	Automatic Block Double Track.	DN BENICIA 0.88
3,554			7.03		3.28	2.23					10.07	8.47	8.06	7.21	5.30	4.47	11.46	10.48	9.47	f 8.52	34.13		MAIL DOCK 0.73
1,573			7.07		3.30	2.26					10.08	8.48	8.08	7.22	5.32	f 4.48	11.47	10.51	9.48	f 8.53	34.86		ARMY POINT 0.68
			7.09		3.32	2.29					10.10	8.50	Foot-note 8.10	7.23	Foot-note 5.34	4.49	11.48	Foot-note 10.52	Foot-note 9.49	Foot-note 8.54	35.54		ARSENAL 3.47
6,589 W			7.21		3.48	2.43					10.18	8.57	8.18	7.29	5.47	f 4.58	11.54AM	11.00	9.57	f 9.01	39.01		DN GOODYEAR 1.03
860												**				f				f	40.04		* HOYT (Spur) 3.15
3,046			7.50		4.00	3.14					10.27	** 9.06	8.27	7.35	5.52	5.08	12.01PM	11.08	10.06	f 9.09	43.19		CYGNUS 1.00
2,053			7.53		4.03	3.17					10 29	** 9.08	8.29	7.37	5.54	f 5.13	12.03	11.10	10.08	f 9.11	44.19		TEAL 2.44
3,531			8.02		4.11	3.25					10.35	9.13	8.34	7.41	5.58	5.20	12.07	11.15	10.13	9.16	46.63		SPRIG 2.87
31,646 WCTYO			8.15 10.24		4.22	3.35 4.52			8.35AM		s 10.40	s 9.19	8.41	s 7.46	s 6.07	s 5.28	12.12	s 11.21	s 10.24	Foot-note s 9.23	49.50		DN SUISUN 3.18
7,038			10.48		4.45	5.10			s 8.42		10.46	9.24	8.49	7.51	6.12	s 5.34	12.17	11.27	10.31	* 9.29	52.68		D * TOLENAS 2.15
944									f							f					54.83		VANDEN 1.52
6,702			11.05		5.05	5.30			s 8.50		10.53	9.32	8.57	7.56	6.18	f 5.40	12.22	11.32	10.40	* 9.38	56.35		CANNON 3.97
12,978 WTCY			11.40AM		5.20	5.53			s 9.06		11.01	s 9.40	9.06	8.02	* 6.24	s 5.50	12.27	s 11.40	s 10.47	s 9.48	60.32		DN ELMIRA 4.83
4,482			12.35PM		5.45	6.20			s 9.15		11.09	9.48	9.16	8.09	6.32	s 6.02	12.35	11.47	10.58	* 10.01	65.15		D BATAVIA 3.35
11,479 W			1.40		5.53	7.07			s 9.22		11.15	s 9.54	9.23	8.14	* 6.37	s 6.10	12.40	11.52	s 11.04	s 10.08	68.50		DN DIXON 4.27
6,828			2.05		6.05	7.33			f 9.30		11.23	10.02	9.33	8.21	6.43	f 6.20	12.46	11.58AM	11.12	* 10.16	72.77		TREMONT 2.79
307																					75.56		BRIGGSTON (Spur) 1.00
16,970 WCY	5.23PM	4.45PM	2.55	11.40AM	6.15 6.45	8 03	4.45PM	3.25PM	s 9.45	7.25AM	11.30	10.10	9.42	8.27	s 6.50PM	6.30 6.40	12.52	s 12.05PM	s 11.20AM	10.25 10.30	76.56		DN DAVIS 3.72
854									f							f					80.28		SWINGLE (Spur) 1.16
4,612	5.50	5.15	3.36	11.55AM	7.10 7.38	8.35	4.55	f†3.36	f 9.53	7.38	11.38	10.18	9.52	8.34		6.48	12.59	12.15		10.38	81.44		DN WEBSTER 3.43
1,635	6.00	5.25	4.10	12.06PM	7.52	8.47	5.10	3.43	9.58	7.44	11.44	10.24	9.59	8.39		6.55	1.04	12.21		10.44	84.87		KOBE 1.37
261																					86.24		LOVDAL (Spur) 1.40
2,192	6.13	5.37	4.26	12.14	8.02	9.00	5.14	3.49	10.06	7.48	11.49	10.29	10.05	8.44		7.00	1.08	12.27		10.49	87.64		MIKON 2.15
Term Yard WCTO	6.25PM	5.50PM	4.40PM	12.25PM	8.15AM	9.10AM	5.20PM	3.55PM	10.12AM	7.55AM	11.55PM	10.35PM	10.15PM	8.50PM		7.10PM	1.15PM	12.35PM		10.55AM	89.79		DN SACRAMENTO
	Arrive Daily	rrive aily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(56.54)
	(0.55)	(0.45)	(9.50)	(0.45)	(4.50)	(6.50)	(0.35)	(0.30)	(1.37)	(0.30)	(1.50)	(1.50)	(2.10)	(1.30)	(1.23)	(2.25)	(1.30)	(1.50)	(1.35)	(2.05)			................Time over District
	14.43	17.64	8.07	17.64	14.18	10.18	22.68	26.46	24.92	26.46	30.75	30.84	25.58	37.69	31.30	25.25	37.69	30.84	27.34	27.14			................Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT-NOTES—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.

Nos. 17 and 20, 47 and 12, 9 and 4, 11 and 18, 5 and 14, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 2, 48, 10 and 16, which may be cleared at Davis by Semaphore.

* Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 18 and 20 on signal and 24 on signal Tuesdays and Saturdays only.

** Stops Tuesdays and Saturdays during hunting season, October 15 to February 15, inclusive.

† At Sheep Camp, 1½ miles east of Webster, Train No. 112 on signal Sundays only.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Westward.

Time Table No. 112 June 16, 1907		Distance from Sacramento	FIRST CLASS										SECOND CLASS				THIRD CLASS						
			23	15	13	17	47	9	11	5	19	1	53	111	159	55	269	275	271	273	221	201	219
			Tonopah Express	California Express	SanFrancisco Express	Oroville and Sacramento Passenger	Sacramento Passenger	Fast Mail	Shasta Express	C. P. Pacific Express	Sacramento Passenger	Overland Limited	Marysville Passenger	Davis Passenger	Vallejo Passenger.	Oroville Passenger	Red Bluff Freight	Marysville Freight	Portland Fast Freight	Way Freight	Portland Fast Freight	Oregon and Red Bluff Freight	Ogden Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily.	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 33.25		89.79	7.08AM	8 48AM	9.48AM	10 48AM	11.28AM	12.28PM	6.28PM	7.28PM	7.48PM	8.28PM											
DN **BENICIA** 0.88	Automatic Block. Double Track.	56.54	s 5.25AM	s 6.45AM	s 8.10AM	s 8.55AM	s 9.50AM	10.50AM	Foot-note s **4.45**PM	s 5.33PM	s 6.05PM	s 6.35PM								4.30PM	8.30PM	11.25PM	4.15AM
MAIL DOCK 0.73		55.66	5.20	6.41	8.06	8.49	9.46	10.46	4.40	5.29	f 6.00	6.30								4.20	8.18	11.19	4.10
ARMY POINT 0.68		54.93	5.18	6.39	8.03	f 8.48	9.44	10.45	4.39	5.27	f 5.58	6.29								4.15	8.08	11.16	4.07
ARSENAL 3.47		54.25	5.17	6.38	8.02	Foot-note **8.47**	Foot-note **9.43**	Foot-note **10.44**	4.38	Foot-note **5.26**	5.57	6.28								4.10	Foot note **8.00**	11.10	4.03
DN GOODYEAR 1.03		50.78	5.12	6.32	7.57	s 8.40	9.38	10.39	4.32	5.21	s **5.47**	6.22								3.45	7.48	10.50	**3.48**
* HOYT (Spur) 3.15		49.75				f					f												
CYGNUS 1.00		46.60	5.04	6.24	**7.50**	f 8.32	9.33	10.34	4.24	5.15	5.38	6.16								3.20	**7.35**	**10.27**	**3.14**
TEAL 2.44		45.60	5.02	6.22	7.48	f 8.30	9.31	10.32	4.22	**5.13**	f 5.36	6.14								3.15	7.20	10.05	3.05
SPRIG 2.87		43.16	4.57	6.17	7.43	8.25	9.27	10.28	4.18	5.08	5.33	6.11								2.55	7.12	9.40	2.55
DN **SUISUN** 3.18		40.29	s **4.52**	s 6.12	* 7.38	s **8.20**	Foot-note s **9.23**	**10.24**	s 4.13	5.03	s **5.28**	**6.07**			s 4.40PM					2.30	7.02	**9.19**	2.43
D * TOLENAS 2.15		37.11	**4.45**	6.06	7.32	s 8.13	9.18	10.18	4.07	4.57	5.20	6.01			s 4.32					1.00	6.51	**8.49**	2.15
VANDEN 1.52		34.96				f					f				f								
CANNON 3.97		33.44	4.38	5.59	7.26	f 8.05	9.12	10.13	4.01	4.52	5.15	5.56			f 4.25					**12.22**PM	6.38	8.20	1.55
DN **ELMIRA** 4.83		29.47	s 4.32	s **5.53**	* 7.19	s 7.58	**9.06**	10.08	s 3.55	4.46	s 5.09	**5.50**			s 4.18					**11.40**AM	**6.24** **5.40**	**8.02**	1.35
D BATAVIA 3.35		24.64	4.23	**5.45**	7.12	s 7.47	8.58	**10.01**	* 3.45	4.39	5.01	5.41			s 4.07					**10.58**	5.15	7.40	1.15
DN DIXON 4.27		21.29	4.18	5.39	**7.07**	s 7.41	8.53	**9.56**	s 3.38	**4.34**	s **4.57**	5.36			s 4.01					**10.08** **9 46**	**4.57** **4.24**	7.25	1.00
TREMONT 2.79		17.02	4.12	5.32	6.59	f **7.33**	8.48	9.50	**3.32**	4.27	4.51	5.28			f **3.52**					**9.30**	**3.52** **3.22**	7.08	12.33
BRIGGSTON (Spur) 1.00		14.23																					
DN **DAVIS** 3.72		13.23	s 4.05	s 5.25	**6.53**AM	s **7.25**	**8.43**	**9.45**	3.25PM	4.22	s **4.45**	**5.23**	**10.25**AM	**11.15**AM	s 3.45	**6.33**PM	6.00AM	**6.30**AM	**6.45**AM	9.05 **8.03**	**2.55**	**6.50** 6.05	12.10AM
SWINGLE (Spur) 1.16		9.51				f								f	f	f							
DN WEBSTER 3.43		8.35	3.57	5.15		**7.15**	**8.35**	9.38		4.15	4.37	**5.15**	f 10.15	11.09	f **3.36**	6.23	5.44	6.15	6.30	**7.38**	2.35	**5.50**	**11.38**PM
KOBE 1.37		4.92	3.50	5.10		7.10	8.30	9.34		**4.10**	4.31	**5.10**	10.10	11.05	3.30	6.18	5.33	6.03	6.20	7.22	2.22	5.43	11.18
LOVDAL (Spur) 1.40		3.55																					
MIKON 2.15		2.15	3.46	5.06		7.06	8.26	9.30		4.06	**4.26**	5.06	**10.06**	11.01	3.26	**6.13**	5.25	5.55	6.13	7.15	2.10	**5.37**	11.08
DN **SACRAMENTO**		0.00	3.40AM	5.00AM		**7.00**AM	**8.20**AM	9.25AM		**4.00**PM	4.20PM	5.00PM	10.00AM	**10.55**AM	3.20PM	6.05PM	5.15AM	5.45AM	6.05AM	**7.00**AM	2.00PM	**5.25**PM	11.00PM
(56.54)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Time over District			(1.45)	(1.45)	(1.17)	(1.55)	(1.30)	(1.25)	(1.20)	(1.33)	(1.45)	(1.35)	(0.25)	(0.20)	(1.20)	(0.28)	(0.45)	(0.45)	(0.40)	(9.30)	(6.30)	(6.35)	(5.15)
Average speed per hour			32.31	32.31	33.64	29.50	37.69	39.91	32.44	36.48	32.31	35.71	31.75	39.69	30.01	31.75	17.64	17.64	19.48	7.54	11.30	9.27	11.90

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

*Tolenas—No train order Semaphore.

FOOT-NOTES—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.

Nos. 17 and 20, 47 and 12, 9 and 4, 11 and 18, 5 and 14, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 47, 9, 5 and 1, which may be cleared at Davis by Semaphore.

REGISTERING STATIONS:

Benicia, Davis, Sacramento Depot (1st and 2d class trains).
Sacramento (12th St.), 2d and inferior class trains.
Suisun, Elmira (Branch trains only).

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 17 and 19 on signal.
*No. 11 will stop only to leave passengers from north of Davis.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS				FIRST CLASS					Distance from San Francisco			Time Table No. 112 June 16, 1907
	250	220	246	144	146	142	60	26	6	50	8	84				
	Tracy Way Freight	C. P. Through Freight	Fresno Freight	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	The Owl	C. P. Atlantic Express	Stockton, & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**
				4 00PM	9.40AM	7.40AM	7 40AM	5.00PM	4 20PM	3.20PM	10 20AM	8.20AM	0.00		DN	**SAN FRANCISCO** (32.17)
74,235 WTC	1.00PM	5.50AM	12.50AM	**5.38PM**	11.04AM	**9.12AM**	**9.12AM**	**6.20PM**	**5.50PM**	**4.45PM**	11.45AM	9.37AM	32.17	Automatic Block.	DN	**PORT COSTA** 3.47
11,985 WT	**1.30**	6.03	1.03	s **5.46**	**11.14AM**	s 9.25	s 9.20	6.29	s **5.58**	s **4.53**	s **11.54AM**	s 9.45	35.64		D	**MARTINEZ** 1.24
3,595				f		f	f						36.88			LEWIS 0.90
4,586				f		f	f					*	37.78			PEYTON 1.37
3,728	2.20	6.20	1.14	s 5.53PM		s 9.40AM	s 9.27AM	6.34	6.03	f **5.00**	12.01PM	† 9.52	39.15		D	**AVON** 3.09
14,567	**3.03**	**6.48** **7.05**	1.25					6.39	6.08	f **5.12**	12.07	f 9 57	42.24		D	BAY POINT 3.26
4,913	3.20	7.15	**1.45**					6.44	6.14	f 5.18	12.12	Foot-note f **10.08**	45.50			McAVOY 4.39
7,180 W	3.40	7.28	2.00					6.50	6.21	s 5.27	s 12.21	s **10.16**	49.89		DN	CORNWALL 1.87
1,333	3.50	7.35	2.06					6.52	6.23	f 5.29	12.24	f 10.18	51.76			LOS MEDANOS 2.30
													54.06			EMPIRE 0.48
5,005	**4.10** **4.48**	7.43	2.15					6.55	6.28	s 5.35	* 12.30	s 10.22	54.54		D	ANTIOCH 3.91
4,456	5.10	7.58	2.28					7.01	6.34	f 5.42	12.37	f 10.29	58.45			NEROLY 4.25
6,348 W	**5.49**	8.21	2.42					7.06	6.42	s **5.49**	* 12.45	s **10.40**	62.70		DN	BRENTWOOD 5.13
4,940	6.20	8.45	2.58					7.13	* 6.49	s 5.58	f 12.56	s 10.50	67.83		D	BYRON 4.85
3,457	6.35	**9.17**	3.13					7.19	6.57	f 6.06	1.06	f 10.59	72.68			HERDLYN 3.96
5,693	**6.53** **7.24**	9.45	3.27					**7.24**	**7.03**	s 6.12	1.14	f 11.07	76.64		DN	BETHANY 3.41
2,519	7.41	**10.12**	3.38					7.29	7.08	6.18	1.21	11.13	80.05			JANNEY 3.20
Term Yard WCTYO	7.55PM	10.25AM	**4.00AM**					s 7.35PM	¶ 7.15PM	¶ 6.25PM	s 1.30PM	¶ 11.20AM	83.25		DN	**TRACY**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(51.08)
	(6.55)	(4.35)	(3.10)	(0.15)	(0.10)	(0.28)	(0.15)	(1.15)	(1.25)	(1.40)	(1.45)	(1.43)				................Time over District
	7.39	11.14	16.13	29.72	20.82	14.96	27.92	40.86	36.05	30.64		29.75				................Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTE—No. 49 will take siding at McAvoy for No. 84.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 142, 144 and 60 signal.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Westward.

		Time Table No. 112 June 16, 1907	Distance from Tracy	FIRST CLASS						SECOND CLASS				THIRD CLASS			
				25	81	49	3	83	7	141	143	59	145	241	249	217	265
				The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	El Paso Freight	Tracy Way Freight	Ogden Freight	Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
		SAN FRANCISCO (32.17)	83.25	8.48AM	10.28AM	12.08PM	12.48PM	4.48PM	7.08PM	9.28AM	6.08PM	6.08PM	6.48PM				
Automatic Block.	DN	**PORT COSTA** 3.47	51.08	s 7.25AM	s **9.12**AM	s 10.37AM	s 11.28AM	s 3.24PM	s **5.38**PM	s 7.44AM	s **4.37**PM	s **4.40**PM	s 5.10PM	8.10AM	1.50PM	**6.15**PM	2.45AM
	D	**MARTINEZ** 1.24	47.61	7.16	f 9.03	s 10.28	**11.19**	s 3.15	s **5.28**	s 7.35	s 4.22	s 4.30	**5.00**PM	7.50	**1.30**PM **11.49**AM	**5.58** **5.18**	2.29
		LEWIS 0.90	46.37							f	f	f					
		PEYTON 1.37	45.47			f				f	f	f					
	D	**AVON** 3.09	44.10	**7.10**	8.57	f 10.20	**11.14**	3.08	* 5.20	**7.28**AM	4.10PM	4.20PM		**7.28** **7.00**	**11.14**	**5.00**	2.13
	D	BAY POINT 3.26	41.01	**7.05**	8.52	f 10.14	11.09	f **3.03**	f **5.12**					**6.48**	10.50	4.45	2.00
		McAVOY 4.39	37.75	6.59	8.47	Foot-note f **10.08**	11.04	2.58	f 5.05					6.35	10.35	4.35	**1.45**
	DN	CORNWALL 1.87	33.36	6.53	s 8.40	s **9.57**	10.58	s 2.51	s 4.56					6.18	**10.16** **9.47**	4.23	1.20
		LOS MEDANOS 2.30	31.49	6.50	8.37	f 9.54	10.56	2.47	f 4.51					6.10	9.25	4.18	1.10
		EMPIRE 0.48	29.19														
	D	ANTIOCH 3.91	28.71	6.47	s 8.33	s 9.49	10.52	s 2.43	s **4.48**					5.58	9.05	**4.10**	12.55
		NEROLY 4.25	24.80	6.39	8.27	f 9.42	10.47	2.37	f 4.41					5.43	8.45	3.52	12.38
	DN	BRENTWOOD 5.13	20.55	6.33	s **8.21**	s 9.35	**10.40**	s 2.31	s 4.33					5.25	**8.21**	3.33	12.20AM
	D	BYRON 4.85	15.42	6.25	f 8.13	s 9.25	10.30	f 2.23	s 4.23					5.02	7.45	3.10	11.50PM
		HERDLYN 3.96	10.57	6.18	8.06	f **9.17**	10.22	2.15	4.13					4.42	7.15	2.48	11.20
	DN	BETHANY 3.41	6.61	6.12	8.01	s 9.08	10.17	2.10	f 4.06					4.27	6.58	2.32	11.00
		JANNEY 3.20	3.20	6.07	7.57	9.02	**10.12**	2.05	4.00					4.12	6.43	2.17	10.45
	DN	**TRACY**	0.00	6.02AM	7.52AM	8.58AM	10.07AM	**2.00**PM	3.55PM					**4.00**AM	6.30AM	**2.00**PM	10.30PM
		(51.08)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Time over District........................		(1.23)	(1.20)	(1.39)	(1.21)	(1.24)	(1.43)	(0.16)	(0.27)	(0.20)	(0.10)	(4.10)	(7.20)	(4.55)	(4.15)
		Average speed per hour.....................		36.92	38.31	30.84	37.84	36.48	29.75	26.17	15.51	20.94	20.82	12.25	10.25	11.48	12.02

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTE—No. 49 will take siding at McAvoy for No. 84.

Trains must get clearance card before leaving Tracy.

REGISTERING STATIONS:
Port Costa, Martinez, Avon, Tracy.

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 59, 141 and 143 on signal.

67.9
51.1
27.7
146.7

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					FIRST CLASS													Distance from San Francisco	Time Table No. 112 June 16, 1907	Minimum running time between stations for passenger trains—minutes.
	804 Freight Via S. P. C.	**288** Stockton & Sacramento Freight	**802** San Jose Way Freight Via S. P. C.	**280** San Jose Way Freight	**278** Way Freight	**98** San Jose Passenger	**96** San Jose Passenger	**506** Wright Passenger Via S. P. C.	**88** Livermore Passenger	**38** Stockton and Lodi Passenger	**94** San Jose Passenger	**58** Santa Cruz Passenger Via S. P. C.	**92** San Jose Passenger	**32** Stockton & Sacramento Express	**30** Santa Cruz Passenger	**82** Stockton Passenger	**502** Wright Passenger Via S. P. C.	**90** San Jose Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
						6.20PM	5.20PM	5.00PM	4.40PM	4.00PM	3.20PM	1.40PM	12.20PM	9.00AM		7.40AM	8.20AM	7.00AM	0.00	DN **SAN FRANCISCO** 4.50	
						6.38	5.38	5.18	4.58	4.18	3.38	1.58	12.38	9.18		7.58	8.38	7.18	4.50	DN **OAKLAND PIER** Oakland Ferry	
						6.48PM	5.48PM	5.28PM	5.07PM	4.27PM	3.48PM	2.10PM	12.48PM	9.29AM		8.07AM	8.48AM	7.30AM	4.50	DN **OAKLAND PIER** 1.39	
Term. Yard WTYCO	11.00PM	10.15PM	11.30AM	11.05AM	6.50AM														5.89	DN WEST OAKLAND 1.71	
	11.10	10.23	11.40	11.12	6.58	s 6.56	s 5.56	s 5.38	s 5.15	s 4.35	s 3.59	s 2.20	s 12.59	s 9.39		s 8.16	s 8.58	s 7.40	7.60	D * OAKLAND (First St.) S. P. Co. Crossing. 1.70	
20,042 W	11.16	10.30	11.48	11.17	7.03	† 6.59	† 5.59	5.41	† 5.19	4.39	† 4.03	2.24	† 1.03	s 9.43		8.19	9.03	† 7.44	9.30	D * EAST OAKLAND 0.72	
4 750																			10.02	23RD AVENUE. 0.65 Automatic Block. Double Track.	
3,233	11.20	10.35	11.52	11.22	7.08	s 7.03	s 6.03	s 5.44	s 5.23	s 4.42	s 4.07	s 2.27	s 1.07	s 9.47		s 8.22	s 9.07	s 7.47	10.67	FRUITVALE (No Siding) 0.57	
6,631	11.22	10.37	11.54AM	11.24	7.09	7.04	6.04	5.45	5.24	4.43	4.08	2.28	1.08	9.48		8.23	9.08	7.48	11.24	SATHER (Spur) 1.38	
489																			12.62	KOHLER (Spur) 0.43	
543						f	f		f		f		f						13.05	FITCHBURG (Spur) 1.32	
5,198	11.35PM	10.45	12.05PM	11.40	7.18	f 7.12	f 6.11	s 5.50PM	f 5.30	4.48	f 4.12	2.35PM	f 1.12	9.53		8.28	s 9.13AM	f 7.54	14.37	DN **ELMHURST** 1.36	
8,528 W	TO SANTA CLARA see page 16.	10.48	TO SANTA CLARA see page 16	11.55AM	**7.28**	s 7.14	s 6.14	TO SANTA CLARA see page 16	s 5.35	**4.50**	s **4.15**	TO SANTA CLARA see page 16	s 1.16	s 9.56		8.31	TO SANTA CLARA see page 16	s 7.58	15.73	D SAN LEANDRO 1.75	
803		10.53		12.03PM	7.35	f 7.18	f 6.18		f 5.39	4.52	f 4.19		f 1.19	*10.00		8.34		f 8.02	17.48	ESTUDILLO 0.95	
4,540		10.56		12.10	7.39	s 7.21	s 6.20		s **5.45**	4.54	s 4.20		s 1.21	s 10.02		8.36		s 8.04	18.43	D LORENZO 2.65	
10,443		11.03 ✓		12.45	7.45	s 7.28	s **6.28**		s 5.50	4.58	s 4.24		s **1.30**	s 10.08		Foot-note **8.40**		s 8.10	21.08	D HAYWARD 3.90	
12,378		11.13		**1.19**	7.56	f 7.35	6.35		f 5.56	5.03	4.30		f 1.38	10.14		8.46		f 8.19	24.98	HALVERN 2.44	
5,786		11.21		**1.44**	8.03	s 7.41	s 6.42		s 6.02	5.07	s 4.35		s **1.44**	s **10.19**		8.50		s **8.28**	27.42	D DECOTO 2.78	
20,426 WY		11.35		**2.05PM**	**8.15**	s **7.47PM**	s 6.47PM		s **6.10**	Foot-note s **5.14**	4.40PM		1.50PM	s 10.28	**10.05AM**	s 8.58		s 8.35AM	30.20	DN **NILES** 2.48	4
2,483		11.43			8.35				f 6.17	5.19				f 10.35	10.10	9.02			32.68	FARWELL 3.92	6
3,287		11.55PM			**9.09**				s 6.28	* 5.27				s 10.47	10.16	**9.09**			36.60	D SUNOL 5.20	8
10,648		12.12AM			9.50				s 6.40	s 5.35				s 11.01	10.25	s 9.17			41.80	D PLEASANTON 1.51	
3,504									f										43.31	REMILLARD 0.69	3
11,947		12.18			10.00				6.46	Foot-note **5.41**				11.05	10.28	**9.21**			44.00	ELIOT 3.88	4
12,020 WT		12.30			**10.25** **11.17AM**				6.55PM	s 5.47				s **11.17**	s **10.35**	s 9.27			47.88	D LIVERMORE 3.59	5
1,705		12.48			12.10PM					5.53				11.26	10.40	**9.33**			51.47	ULMAR 4.50	7
4,359		1.10			12.40					f 6.01				s 11.37	10.48	f 9.40			55.97	DN ALTAMONT 4.50	10
2,239		1.30			**1.28**					6.11				f 11.47	10.57	f 9.50			60.47	CAYLEY 3.46	7
2,674		1.48			**1.53**					* 6.19				s 11.54AM	11.04	f 9.57			63.93	MIDWAY 5.66	8
1,722		2.10			2.55					6.27				12.05PM	11.12	10.05			69.59	ELLIS 2.14	3
WCTYO Interm. Yard		2.20AM			3.15PM					6.30PM				¶ 12.10PM	s 11.15AM	10.10AM			71.73	DN **TRACY**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.73)	
	(0.35)	(4.05)	(0.35)	(3.00)	(8.25)	(0.59)	(0.59)	(0.22)	(1.48)	(2.03)	(0.52)	(0.25)	(1.02)	(2.41)	(1.10)	(2.03)	(0.25)	(1.05)		....................Time over District	
	14.51	16.12	14.51	8.10	8.49	26.54	26.54	26.92	24.10	32.79	29.65	24.00	24.87	25.05	35.59	32.79	24.00	22.18		....................Average speed per hour	

* No Train-order Semaphore.

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 26, movement of trains under Automatic Block Signals, between Oakland Pier and Fruitvale.

No. 93 will wait at Hayward until 8.44 a. m. for No. 82.

No. 97 will wait at Niles until 5:20 p. m. for No. 38.

No. 37 will wait at Eliot until 5:44 p. m. for No. 38.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TRAINS WILL STOP AS FOLLOWS:

At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94, on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 82 and 94, on signal.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88, on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy.

Westward.

Minimum running time between stations for freight trains—minutes.		Time Table No. 112 June 16, 1907 STATIONS		Distance from Sacramento	89	91	87	505	93	95	31	29	501	97	57	37	85	803	277	279	801
					FIRST CLASS												SECOND CLASS	THIRD CLASS			
					San Jose Passenger	San Jose Passenger	Livermore Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Santa Cruz Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	Santa Cruz Passenger Via S. P. C.	Stockton & Milton Passenger	Livermore & San Jose Passenger	Freight via S. P. C.	Way Freight	San Jose Way Freight	San Jose Way Freight Via S. P. C.
					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
	DN	**SAN FRANCISCO** 4.50	Oakland Ferry	139.67	7.08AM	7.48AM	8.28AM	8.48AM	9.48AM	2.48PM	4.08PM		5.48PM	6.48PM	7.28PM	7.28PM	11.48AM				
	DN	**OAKLAND PIER**		135.17	6.48	7.28	8.08	8.28	9.28	2.28	3.48		5.28	6.28	7.08	7.08	11.28				
	DN	**OAKLAND PIER** 1.39	Automatic Block. Double Track.	135.17	6.40AM	7.20AM	8.02AM	8.22AM	9.14AM	2.12PM	3.42PM		5.15PM	6.20PM	6.58PM	7.03PM	11.12AM				
	DN	WEST OAKLAND 1.71		133.78														6.55AM	5.40PM	9.30PM	9.40PM
	D *	OAKLAND (First St.) S. P. Co. Crossing. 1.70		132.07	s 6 30	s 7.09	s 7.50	s 8.14	s 9 06	s 2.03	s 3.32		s 5.04	s 6.09	s 6.49	s 6.54	s 11 03	6.45	5 30	9.20	9.32
	D *	EAST OAKLAND 0.72		130.37	* 6.25	7.04	7.45	8.10	9.02	1.58	s 3.28		5.00	* 6.04	6.43	6.50	10.58	6.38	5.18	9.13	9.26
		23RD AVENUE 0.65		129.65																	
		FRUITVALE (No Siding) 0.57		129.00	s 6.20	s 7.00	s 7.40	s 8.07	s 8.59	s 1.53	s 3.24		s 4.55	s 6.00	s 6.40	s 6.47	s 10.55	6.33	5.12	9.09	9.21
		SATHER (Spur) 1.38		128.43	6.18	6.59	7.39	8.06	8.58	1.52	3.23		4.54	5.59	6.38	6.46	10.53	6.32	5.11	9.07	9.18
		KOHLER (Spur) 0.43		127.05																	
		FITCHBURG (Spur) 1.32		126.62	f	f	f			f							f				
	DN	**ELMHURST** 1.36		125.30	f **6.12**	f 6.54	f 7.32	8.00AM	f 8.53	f 1.45	3.17		**4.45**PM	f 5.53	**6.30**PM	**6.40**	f 10.46	**6.15**AM	**4.55**	8.58	9.10PM
	D	SAN LEANDRO 1.75		123.94	s 6.08	s 6.50	s **7.28**	FROM SANTA CLARA see page 16	s 8.50	s 1.42	s 3.14		FROM SANTA CLARA see page 16	s 5.50	FROM SANTA CLARA see page 16	* 6.37	s 10.42	FROM SANTA CLARA see page 16	**4.50** **4.10**	8.50	FROM SANTA CLARA see page 16
		ESTUDILLO 0.95		122.19	f 6.04	f 6.46	f 7.25		f 8.46	f 1.38	3.11			f 5.46		6.35	f 10.38		3.45	8.40	
	D	LORENZO 2.65		121.24	s 6.02	s 6.44	s 7.23		s 8.45	s 1.36	s 3.08			s **5.45**		* 6.33	s 10.37		3.40	8.35	
	D	HAYWARD! 3.90		118.59	s 5.57	s 6.39	s 7.18		s Foot-note **8.40**	s **1.30**	s **3.03**			s 5.38		* **6.28**	s 10.32		**3.03**	8.20	
		HALVERN 2.44		114.69	f 5.48	f 6.31	f 7.11		f 8.32	f **1.19**	2.56			5.27		6.20	f 10.24		2.33	8.05	
	D	DECOTO 2.78		112.25	s 5.43	s 6.26	s 7.06		s **8.28**	s 1.12	s 2.51			f 5.21		* 6.15	s **10.19**		2.20	7.57	
7	DN	**NILES** 2.48		109.47	5.38AM	6.20AM	6.59		**8.22**AM	1.07PM	s 2.45	s 3.03PM		Foot-note **5.14**PM		s **6.10**	s **10.05**		**2.05**	**7.47**PM	
12		FARWELL 3.92		106.99			f 6.53				‡ 2.33	2.58				‡ 6.02	f 9.52		1.44		
12	D	SUNOL 5.20		103.07			s 6.46				s 2.23	2.50				s 5.54	s 9.40		1.25		
3	D	PLEASANTON 1.51		97.87			s 6.35				s 2.12	2.40				s 5.45	s 9.28		1.00		
		REMILLARD 0.69		96.36			f				f						f				
10		ELIOT 3.88		95.67			6.32				2.07	2.36				Foot-note **5.41**	**9.21**		12.20PM		
9	D	LIVERMORE 3.59		91.79			6.25AM				s 2.00	s 2.29				s 5.32	9.05AM		**11.59**AM **10.30**		
14		ULMAR 4.50		88.20							1.50	2.20				5.23			**9.33**		
15	DN	ALTAMONT 4.50		83.70							s 1.40	2.10				f 5.16			9.02		
12		CAYLEY 3.46		79.20							† **1.28**	2.00				f 5.05			8.40		
18		MIDWAY 5.66		75.74							f 1.20	**1.53**				f 4.58			8.25		
6		ELLIS 2.14		70.08							1.09	1.41				4.47			8.04		
	DN	**TRACY**		67.94							1.05PM	1.35PM				4.43PM			7.55AM		
		(71.73)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Time over District			(1.02)	(1.00)	(1.37)	(0.22)	(0.52)	(1.05)	(2.37)	(1.28)	(0.30)	(1.06)	(0.28)	(2.20)	(1.42)	(0.40)	(8.30)	(1.43)	(0.30)
		Average speed per hour			24.87	25.70	26.82	26.92	29.65	22.18	26.30	28.30	19.74	23.33	22.22	29.20	25.51	12.97	8.44	14.00	16.96

* No Train-order Semaphore.

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 26, movement of trains under Automatic Block signals between Oakland Pier and Fruitvale.

No. 93 will wait at Hayward until 8.44 a. m. for No. 82.

No. 97 will wait at Niles until 5.20 p. m. for No. 38.

No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 29 will take east "Y" at Niles and back up to station.

Trains must get clearance card before leaving Tracy.

TRAINS WILL STOP AS FOLLOWS:

* No. 37 will stop west Niles to let off passengers from east Sunol, inclusive.

‡ Stop on signal daily, except Sunday. to receive passengers.

At South San Leandro, all passenger trains, except Nos. 31, 37, 91 and 93 on signal.

At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal.

At Merienda, No. 87 on signal.
At Mayborg. No. 87 on signal.
At Brightside, No, 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.
At Bonita, Nos. 31, 37 and 87 on signal.
Bell Spur, No. 37 on signal.

REGISTERING STATIONS:

Oakland Pier, Oakland (First street), Elmhurst, Niles, Livermore and Tracy.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							SECOND CLASS			FIRST CLASS										Distance from San Francisco via Niles	Time Table No. 112 June 16, 1907
	292	**220**	**286**	**300**	**298**	**288**	**284**	**134**	**136**	**126**	**6**	**50**	**38**	**124**	**8**	**32**	**84**	**30**	**82**	**122**		
	Placerville Passenger & Freight	C. P. Through Freight	Way Freight	Fresno Freight	Merced Freight	Stockton & Sacramento Freight	Steamer Freight Limited	Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger	C. P. Atlantic Express	Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Santa Cruz Passenger	Stockton Passenger	Sacramento Passenger		
	Lv. Daily Ex. Sun.	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
									10.20AM	8.20AM	4.20PM	3.20PM	4.00PM		10.20AM	9.00AM	8.20AM		7.40AM		0.00	DN **SAN FRANCISCO** 71.73
Interm. Yard WCTYO		11.00AM	6.45AM	6.15AM	**5.55AM**	2.50AM			**1.10PM**		**7.35PM**	6.50PM	6.35PM	3.00PM	**1.45PM**	12.30PM	11.35AM	11.18AM	10.15AM	**7.55AM**	71.73	DN **TRACY** 3.09
4,220		11.08	6.58	6.27	6.05	3.02			f **1.20** **1.39**		7.41	f **6.55**	**6.40**	s 3.06	f 1.51	**12.39**	11.40	11.23	10.20	s 8.01	74.82	BANTA 3.70
3,452		11.16	7.07	6.39	6.15	3.15			1.45		**7.47**	7.01	6.45	3.12	1.57	**12.45**	11.47	11.29	10.25	8.08	78.52	MINARD 4.30
32,675 WY		**11.27AM** **1.14PM**	**7.32**	6.55AM	6.30AM	3.30	2.45AM		1.52 2.10	11.59AM	s 7 55	s 7.10PM	s 6.52	**3.20** 3.35	2.05PM	s **12.54**	**11.55AM**	s **11.37**	s 10.32	**8.17** **8.30**	82.82	DN **LATHROP** 4.21
5,214		1.27	**8.15**			3.45	3.00		f 2.20	f **12.15PM**	8.05		f **7.01**	s 3.45		* **1.06**		**11.45**	10.40	f 8.39	87.03	FRENCH CAMP 1.66
																					88.69	A. & S. J. Crossing 3.01
Interm. Yard WCTYO		1.40	**8.40** **9.21**			4.10	3.25		2.30PM	12.25PM	s 8.17		s 7.10	s **4.00**		1.15 1.20		s **11.55**	**10.50AM**	s **8.50**	91.70	A. T. & S. F. Crossing DN **STOCKTON** 1.62
460																					93.32	AMBRUST (Spur) 0.34
9,454		1.47	9.40			4.17	3.32				8.21		* 7.14	**4.08**		f 1.25		11.59AM		f **8.55**	93.66	EL PINAL 0.75
3,556																					94.41	RAND (Spur) 3.18
3,383		1.58	10.00			4.28	3.46				8.28		7.21	f 4.16		1.33		12.05PM		f **9.10**	97.59	CASTLE 3.49
3,100		2.10	**10.20**			4.40	3.58				8.34		* 7.28	f 4.24		1.40		12.11		f 9.16	101.08	ARMSTRONG 3.21
18,707 WCT		**2.25**	**11.28AM**			4.58	4.10				s 8.40		7.35PM	s 4.32		s 1.48		s 12.16		s 9.23	104.29	DN **LODI** 1.80
3,000																					106.09	URGON (Spur) 1.12
6,461		2.35	**12.09PM** **12.32**			5.08	4.21				8.46			s 4.38		s **1.55**		**12.19**		s 9.28	107.21	D ACAMPO 3.29
3,193		2.45	**1.05**			5.20	4.32				8.52			f 4.46		f 2.02		**12.27**		f 9.34	110.50	FOREST LAKE 2.40
8,276 WCT		3.00	1.30			5.33	4.42				s 8.57			s 4.51		s 2.07		**12.32**		s **9.38**	112.60	DN **GALT** 3.82
3,177		3.12	**2.15**			5.48	4.54				9.03			5.00		**2.15**		12 37		9.45	116.42	NEED 1.99
1,229		3.18	2.30			5.55	5.01				9.07			f 5.05		f 2.19		12 40		f 9.49	118.41	ARNO 1.89
3,244		3.24	2.37			6.02	5.07				**9.10**			f 5.10		f 2.23		12 43		f 9.52	120.30	McCONNELL 3.54
4,338		3.35	2.52			6.14	5.19				9.16			s 5.18		s 2.32		12.48		s 9.59	123.84	DN ELK GROVE 2.78
2,519		3.45	3.05			6.25	5.28				9.21			5.25		2.37		12.52		**10.04**	126.62	GRAHAM 3.36
4,903 W		3.57	3.25			**6.45**	5.39				9.27			s **5.37**		s 2.45		12.58		s 10.12	129.98	D FLORIN 4.05
2,484		4.15	3 50			7.03	5.53				s 9.35			s 5.45		s 2.55		1.05		s **10.25**	134.03	DN **BRIGHTON** S. P. C. Sac. Div. Crossing.
2,484		4.15	**3.50**			7 03	5.53	**9.25AM**						5.45		2.55				**10.25**	134.03	DN **BRIGHTON** S. P. Co. Sac. Div. Crossing. 3.09
3,251 Y		4.30PM	4.03PM			7 13AM	**6.10AM**	9 31AM						5.51PM		3.02PM				10.31AM	137.12	*ELVAS 3.30
Term. Yard WCTO		4.45PM	4.15PM			7.25AM	6.30AM	9.40AM						6.00PM		3.10PM				10.40AM	140.42	DN **SACRAMENTO**
2,484	4.35PM										9.35							1.05			134.03	DN **BRIGHTON** 2.60
1,034	4.44										9.40							1.10			136.63	HOMESTEAD 3.04
Term. Yard WCTO	5.00PM										9.50PM							1.20PM			139.67	DN **SACRAMENTO**
	Ar. Daily Ex. Sun.	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.94)
	(0.15)	(5.25)	(9.30)	(0.40)	(0.35)	(4.35)	(3.45)	(0.15)	(1.20)	(0.28)	(2.15)	(0.20)	(1.00)	(3.00)	(0.20)	(2.40)	(0.20)	(2.02)	(0.35)	(2.45)		................Time over District
	13.21	13.72	7.23	16.63	19.01	15.02	15.18	25.56	22.33	19.03	30.19	33.27	32.56	23.95	33.27	27.40	33.57	33.41	34.25	24.95		..............Average speed per hour

Automatic Block.

Foot-note

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in Special Rule, page 26, Tracy and Sacramento.

NOTE—Special Rule, page 26, governing movement of trains under Automatic signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman.

Trains must get clearance card before leaving Tracy or Lathrop.

TRAINS WILL STOP AS FOLLOWS:

At San Joaquin Bridge, 122, 124, 136 on signal.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento. Westward.

Automatic Block

Time Table No. 112 June 16, 1907	Distance from Sacramento	FIRST CLASS										SECOND CLASS			THIRD CLASS						
		25	81	49	3	31	29	83	7	37	121	135	125	133	283	217	291	285	297	299	287
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Santa Cruz Passenger	Bakersfield Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & Fair Oaks Passenger	Sunset Freight Limited	Ogden Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Fresno Freight	Sacramento Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
N **SAN FRANCISCO** 71.73	139.67	8.48AM	10.28AM	12.08PM	12.48PM	4.08PM		4.48PM	7.08PM	7.28PM		12.08PM									
DN **TRACY** 3.09	67.94	**5.55AM**	**7.50AM**	¶ 8.37AM	10.00AM	¶ 12.45PM	s 1.32PM	¶ **1.45PM**	3.50PM	4.37PM	**7.30PM**	8.48AM				**1.05PM**		7.10PM	5.55PM	8.15PM	1.00AM
BANTA 3.70	64.85	5.48	7.44	8.31	9.53	s **12.39**	**1.25**	**1.39**	3.44	f 4.32	* 7.23	f 8.41				12.56		**6.55** **6.35**	5.40	8.00	12.46
MINARD 4.30	61.15	5.42	7.38	8.25	9.47	**12.32**	1.20	1.32	3.37	4.25	7.17	8.36				**12.45** **12.22PM**		6.20	5.23	**7.47**	12.30
DN **LATHROP** 4.21	56.85	5.35AM	s **7.32**	**8.17AM**	s **9.40**	s **12.24**	s **1.14**	1.25PM	**3.30PM**	s 4.17	s **7.10**	s **8.30**	**11.55AM**		**9.30AM**	**11.55AM** **11.32**		6.05	5.05PM	**7.10PM**	12.10AM
FRENCH CAMP 1.66	52.64		7.25		9.30	f **12.15**	**1.06**			f 4.09	f **7.01**	f **8.15**	f **11.45**		9.17	11.10		5.45			11.40PM
A. & S. J. Crossing 3.01	50.98																				
A. T. & S. F. Crossing DN **STOCKTON** 1.62	47.97		s 7.16		s **9.21**	12.05PM **11.55AM**	s 12.55			**4.00PM**	6.47	8.05AM	11.30AM		**9.02**	**10.55**		5.30 4.25			11.15
ARMBRUST (Spur) 0.34	46.35																				
EL PINAL 0.75	46.01		† 7.11		9.15	f 11.49	12.50				f 6.40				**8.55**	10.47		**4.08**			10.47
RAND (Spur) 3.18	45.26																				
CASTLE 3.49	42.08		f 7.05		**9.10**	11.41	12.45				f 6.33				8.30	10.33		3.40			10.32
ARMSTRONG 3.21	38.59		f 7.00		9.03	11.34	12.41				f 6.28				8.18	**10.20**		3.24			10.19
DN **LODI** 1.80	35.38		6.55AM		s 8.58	s **11.28**	s 12.37				s 6.23				8.09	10.09		3.10 **2.25**			10.05
URGON (Spur) 1.12	33.58																				
D ACAMPO 3.29	32.46				8.53	s 11.22	**12.32**				s 6.17				8.00	9.58		**1.55**			9.53
FOREST LAKE 2.10	29.17				8.48	f 11.15	**12.27**				f 6.12				7.50	9.47		**1.05**			9.40
DN **GALT** 3.82	27.07				s 8.45	s 11.10	**12.21**				s 6.08				7.43	**9.38**		**12.32** **12.11PM**			9.34
NEED 1.99	23.25				8.38	10.58	12.13				5.59				7.28	9.15		11.35AM			9.22
ARNO 1.89	21.26				8.35	f 10.54	12.10				f 5.55				7.22	9.08		11.15			9.17
McCONNELL 3.54	19.37				8.32	f **10.51**	12.07				f 5.52				7.17	9.02		**10.51**			**9.10**
DN ELK GROVE 2.78	15.83				8.27	s 10.44	12.02PM				s 5.47				7.05	8.50		10.22			8.45
GRAHAM 3.36	13.05				8.22	10.39	11.57AM				5.43				6.55	8.41		**10.04**			8.38
D FLORIN 4.05	9.69				8.17	s 10.34	11.52				s **5.37**				**6.45**	8.29		9.37			8.28
DN **BRIGHTON** S. P. Co. Sac. Div. Crossing	5.64				**8.10**	**10.25**	11 45				5.30				6.33	**8.10**		9.20			8.15
DN **BRIGHTON** S. P. Co. Sac. Div. Crossing 3.09 Foot-note	6.39					s **10.25**					s 5.30				6.33	8.10		**9.20**			8 15
* ELVAS 3.30	3.30					10.19AM					5.24PM				**6.17AM**	7 57AM		9 02AM			8 02PM
DN **SACRAMENTO**	0.00					10.10AM					5.15PM				6.05AM	7.45AM		8.50AM			7.50PM
DN **BRIGHTON** 2.60	5.64				s 8.10		11.45							**3.40PM**			7.23AM				
HOMESTEAD 3.94	3.04				8.03		11.38							3.34			f 7.12				
DN **SACRAMENTO**	0.00				7.55AM		11.30AM							3.25PM			7.00AM				
(67.94)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District……		(0.20)	(0.55)	(0.18)	(2.05)	(2.35)	(2.02)	(0.20)	(0.20)	(0.37)	(2.15)	(0.43)	(0.25)	(0.15)	(3.25)	(4.50)	(0.23)	(10.20)	(0.50)	(0.45)	(5.10)
Average speed per hour……		33.27	35.82	36.85	32.61	26.59	33.41	33.27	33.27	32.38	30.53	27.87		25.56	16.86	14.22	14.70	5.57	13.30	14.79	13.63

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in Special Rule, page 26, Tracy and Sacramento.

NOTE—Special Rule, page 26, governing movement of trains under Automatic Signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman.

Trains must get clearance card before leaving Sacramento or Lathrop.

REGISTERING STATIONS:
Tracy, Lathrop, Stockton, Lodi and Brighton, Sacramento Depot (1st and 2nd class trains), Sacramento (12th St.), (2nd and inferior class trains), Galt (branch trains only).

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Lathrop and Fresno—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 112 June 16, 1907	Distance from Fresno	FIRST CLASS				SECOND CLASS	THIRD CLASS		
	254	300	298	158	50	8	84					25	49	83	7	157	299	297	253
	Sunset Freight Limited	* Fresno Freight	Merced Freight	Madera Passenger and Freight	Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger					The Owl	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger and Freight	* Fresno Freight	Merced Freight	Sunset Freight Limited
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
					3.20PM	10.20AM	8.20AM	0.00		**SAN FRANCISCO**	206.65	8.48AM	12.08PM	4.48PM	7.08PM				
32,675 WY	9.40AM	7.05AM	6.35AM		**7.15PM**	2.08PM	11.58AM	94.34	DN	**LATHROP** 0.68	112.31	s 5.34AM	s 8.10AM	s 1.21PM	s 3.21PM		**7.05PM**	5.00PM	2.40AM
								95.02		A. & S. J. Crossing 3.20	111.63								
1,370	9.52	7.15	6.45		f 7.22	f 2.14	12.04PM	98.04		MANTECA 1.80	108.61	5.26	f 8.02	1.14	3.13		6.53	4.47	2.25
3,250	9.58	7.20	6.49		7.25	2.17	12.07	99.84		MORRANO 4.72	106.81	5.23	7.58	1.11	3.10		6.48	4.42	2.20
4,462	10.13	7.32	7.02		f 7.33	s 2.24	12.14	104.56	D	RIPON 3.02	102.09	5.16	s 7.51	1.03	s 3.02		6.36	4.28	2.06
3,060	10.22	**7.46**	7.10		f 7.39	f 2.29	12.19	107.58		SALIDA 6.76	99.07	5.11	f **7.46**	12.58	f 2.56		6.27	4.20	1.57
10,341	10.43	9.00	**7.34**		s 7.52	s **2.44**	s 12.30	114.34	DN	MODESTO 4.31	92.31	5.01	s **7.34**	s 12.47	s **2.44**		6.08	3.55	1.36
4,461	10.58	9.15	8.05		f 7.59	s 2.54	**12.40**	118.65	D	CERES 1.93	88.00	4.54	f 7.27	**12.40**	s 2.32		5.45	3.15	1.23
422								120.58		ESMAR (Spur) 1.40	86.07								
2,212	11.07	9.27	8.15		f 8.05	f **3.02**	12.45	121.98		KEYES 5.41	84.67	4.49	f 7.22	12.34	2.24		5.35	**3.02**	1.13
6,274	11.25	9.46	8.31		s 8.15	s 3.15	s 12.52	127.39	D	TURLOCK 5.80	79.26	4.41	s 7.12	s 12.27	s 2.13		5.15	2.35	12.57
1,336	11.47AM	10.06	8.47		f 8.25	f 3.28	1.00	133.19		DELHI 4.30	73.46	4.32	f 7.02	12.17	2.03		4.50	2.17	12.40
4,173	**12.11PM**	10.21	9.00		f 8.32	s 3.38	s 1.06	137.49	D	LIVINGSTON 2.60	69.16	4.25	f 6.55	**12.11**	f **1.56**		4.35	**1.56**	12.27
1,666	12.20	10.30	9.10		f 8.37	f 3.44	1.09	140.09		ARENA 4.19	66.56	4.22	f 6.50	12.07	1.50		4.22	1.33	12.18
4,885	**12.45**	11.00	9.25		f 8.45	s **3.54**	f **1.15**	144.28	D	ATWATER 1.69	62.37	4.16	f 6.43	f 12.01PM	s 1.42		**3.54**	**1.15** **12.45**	12.06AM
2,307								145.97		BUHACH 1.82	60.68								
461								147.79		FERGUS (Spur) 3.94	58.86								
15,521 WCT	**1.30**	11.30AM **12.20PM**	9.50AM		s 9.03	s 4.15	Foot-note s **1.30**	151.73	DN	**MERCED** 6.00	54.92	4.04	s 6.30	s **11.51AM**	Foot-note s **1.30**		3.10	**12.05PM**	11.44PM
2,427	**2.00**	12.42			f 9.12	f 4.27	**1.40**	157.73		LINGARD 3.91	48.92	3.55	f 6.16	11.40	1.13		**2.00** **1.35**		11.20
4,810	2.20	**1.07**			f 9.17	f 4.33	1.46	161.64		ATHLONE 5.38	45.01	3.49	f 6.10	11.35	f **1.07**		**1.07**		11.09
2,497						*		167.02		SIERRA VISTA (Spur) 0.98	39.63								
2,331	2.42	1.30			f 9.27	s 4.45	f 1.56	168.00	D	MINTURN 1.33	38.65	3.40	f 6.00	f 11.27	s 12.56		12.33		10.49
680								169.33		McNEAR (Spur) 3.97	37.32						12.15		
1,406	3.00	**2.03**			f 9.34	f 4.57	**2.03**	173.30		CALIFA 4.29	33.35	3.32	f 5.52	11.20	12.47				10.35
13,964 WCT	3.15	2.30		**11.15AM**	s x9.45	s 5.07	s **2.10**	177.59	DN	**BERENDA** 7.44	29.06	X 3.26	s 5.45	s **11.15**	s 12.40	**2.05PM**	12.03PM		10.22
22,397 OT	3.40	3.15		**11.35AM**	s **10.00**	s 5.25	s 2.24	185.03	D	MADERA 2.78	21.62	3.14	s 5.32	s **11.03**	s 12.27	1.45PM	**11.35AM** **10.53**		**10.00**
1,768	3.50	3.25			f 10.05	f 5.32	2.28	187.81		BORDEN 3.50	18.84	3.08	f 5.27	10.59	f 12.22		10.40		9.32
3,884	4.02	3.33			f 10.12	f 5.38	2.33	191.31		IRRIGOSA 3.28	15.34	3.03	f 5.22	10.54	12.17		10.30		9.21
744								194.59		THARSA (Spur) 2.21	12.06								
11,877 W	4.20	3.47			f 10.21	f 5.49	2.42	196.80		HERNDON 4.50	9.85	2.55	f 5.14	10.47	f 12.07PM		10.18		9.02
2,501	4.35	3.58			f 10.30	f 5.58	2.49	201.30		MUSCATEL 5.35	5.35	2.48	f 5.07	10.42	11.59AM		10.08		8.48
Term Yard WCTYO	5.00PM	4.15PM			10.40PM	6.10PM	3.00PM	206.65	DN	**FRESNO**	0.00	2.40AM	5.00AM	10.35AM	11.50AM		9.55AM		8.30PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.31)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(7.20) 16.20	(9.10) 13.48	(3.25) 16.79	(0.20) 22.32	(3.15) 34.56	(4.02)	(3.02) 37.08			Time over District Average speed per hour		(2.54) 38.73	(3.10)	(2.46) 40.60	(3.31) 31.93	(0.20) 22.32	(8.45) 12.64	(4.55) 11.67	(6.10) 18.21

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

FOOT-NOTE—No. 7 will take siding for No. 84 at Merced.

Trains must get clearance card before leaving Lathrop or Fresno.

* Nos. 299 and 300 will carry passengers between Merced and Lathrop.

REGISTERING STATIONS:
Lathrop, Merced, Berenda, Madera and Fresno.

X Nos. 25 and 50 will handle Raymond sleeper.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Mendota—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from San Francisco via Antioch		Time Table No. 112 June 16, 1907	Distance from Mendota via Antioch	FIRST CLASS	THIRD CLASS	
	248	246	26	36					35	247	241
	* Way Freight	Fresno Freight	The Owl	Visalia Passenger					Visalia Passenger	* Way Freight	El Paso Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
			5 00PM	8.20AM	0.00		**SAN FRANCISCO** 83.25	175.45	4 08PM		
Interm. Yard WCTYO	10.00AM	5.20AM	7.40PM	11.35AM	83.25	DN	**TRACY** 2.58	92.20	¶ 12.40PM	4.10PM	3.10AM
3,130	10 10	5.30	7.45	11 40	85.83		LYOTH A. & S. J. Crossing 3.02	89.62	12.35	3 55	3 00
4,353	10.22	5.39	7.49	f 11.46	88.85		YARMOUTH 4.60	86.60	f 12.30	3.43	2.48
4,515	10.40	5.52	7.56	s 11.52	93.45		VERNALIS 2.40	82.00	s 12.23	3.25	2.32
1,008				f	95.85		COWELL (Spur) 1.35	79.60	f		
2,590	10.54	6.03	8.02	11.58AM	97.20		HALLY 4.05	78.25	12.14	3.10	2.17
4,404 W	11.10	6.14	8.08	s **12.07**PM	101.25	DN	WESTLEY 7.10	74.20	s **12.07**PM	2.55	2.04
4,920	**11.53**AM	6.37	8.20	f 12.21	108.35		EMERALD 5.70	67.10	f **11.53**AM	2.20	1.35
6,751	**12.32**PM	6.54	8.28	s **12.32**	114.05	D	CROW'S LANDING 6.30	61.40	s 11.42	1.50	1.17
7,883 W	1.10 1.40	7.15	s 8.38	s **12.44**	120.35	DN	NEWMAN 4.00	55.10	s 11.29	1.10 **12.30**	12.55
5,350	1.55	7.28	8.45	f 12.52	124.35		GUSTINE 3.40	51.10	f 11.22	12.01PM	12.37
3,336	2.06	7.37	8.50	f 12.57	127.75		LINORA 2.50	47.70	f 11.14	11.35AM	12.27
7,241	2.15	7.45	8.54	s 1.03	130.25		INGOMAR 6.40	45.20	s **11.10**	**11.10**	12.18AM
5,515	2.45	8.05	9.05	s 1.16	136.65	D	VOLTA 4.70	38.80	s 10.58	10.20	11.58PM
14,222 WY	3.50	8.28	s 9.13	s 1.27	141.35	DN	LOS BANOS 7.80	34.10	s 10.47	9.50	11.45
3,344	4.20	**9.03**	9.24	f 1.42	149.15		AGATHA 4.70	26.30	f 10.33	**9.03**	11.05
7,744	5.30	9.17	9.30	s 1.50	153.85	D	DOS PALOS 6.80	21.60	s 10.25	8.30	10.46
4,490	5.55	9.35	9.42	f 2.03	160.65		OXALIS 6.40	14.80	f 10.14	7.59	10.20
9,126 W	6.20	**10.04**	**9.55**	s 2.14	167.05	DN	FIREBAUGH 4.56	8.40	s **10.04**	7.35	**9.55**
2,546	6.37	10.17	10.03	2.22	171.61		CROMIR 3.84	3.84	9.56	7.15	9.28
13,298 WCT	7.00PM	10.30AM	10.10PM	2.30PM	175.45	DN	**MENDOTA**	0.00	9.50AM	7.00AM	9.15PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(92.20)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(9.00)	(5.10)	(2.30)	(2.55)			Time over District		(2.50)	(9.10)	(5.55)
	10.85	17.84	36.88.	31.61			Average speed per hour		32.54	10.85	15.58

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

REGISTERING STATIONS:
Tracy and Mendota.

Trains must get clearance card before leaving Tracy or Mendota.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

*Nos. 247 and 248 will carry passengers.

NOTE—Trains will come to a full stop before passing the automatic signal east of junction switch Tracy, unless signal is at "clear" position, when trains can proceed into the yard under control.

When signal is at "stop" position, trains will be brought to a full stop at point above designated and will call for switch. They must not proceed until they receive "go ahead" signal with green flag by day, or green light by night, from the switch tender; acknowledgment of signals to be made as prescribed by rule.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: S. P. C. Ry.—San Francisco and Santa Clara, and Centerville Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS			FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 112	Distance from San Francisco.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS				THIRD CLASS	
	804	802		516	514	506	58	502				June 16, 1907			505	501	57	513	515			803	801
	Freight	San Jose Way Freight		Mixed	Mixed	Wright Passenger	Santa Cruz Passenger	Wright Passenger							Wright Passenger	Wright Passenger	Santa Cruz Passenger	Mixed	Mixed			Freight	San Jose Way Freight
	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Dail
						5.00PM	1.40PM	8.20AM		0.00	DN	**SAN FRANCISCO** 3.0	47.9		8.48AM	5.48PM	7.28PM						
5,198	11.35PM	12.05PM				5.50PM	2.35PM	9.13AM	4	14.3	DN	**ELMHURST** 2.58	33.7	5	s 8.00AM	s 4.45PM	s 6.30PM					6.15AM	9.10
930	11.42	12.13				f 5.55	f 2.39	f 9.18	5	16.1		ANDRO 2.3	31.8	7	f 7.54	f 4.39	6.25					6.05	9.00
	11.52PM	12.22				f 6.01	f 2.44	f 9.24	5	18.4		ROBERT (Spur) 2.3	29.5	7	f 7.48	f 4.34	6.21					5.54	8.50
990	12.02AM	12.30				f 6.07	f 2.49	f 9.31	3	20.7		RUSSEL (Spur) 1.4	27.2	5	f 7.42	f 4.28	f 6.17					5.43	8.40
1,470	12.06	12.45				s **6.15**	f 2.52	s 9.36	7	22.1	D	MOUNT EDEN 3.8	25.8	10	s 7.39	s 4.25	f **6.15**					5.38	8.35
870	12.22	1.15				s 6.23	s 3.00	s 9.47	2	25.9	D	ALVARADO 0.8	22.0	3	s 7.30	s 4.15	s 6.06					5.20	8.15
	12.25	1.20				f 6.25	3.02	f 9.49	10	26.7		HALL (No Siding) 2.3	21.2	16	f 7.29	f 4.14	6.05					5.17	8.05
900	12.35	1.30				f 6.31	3.05	f 9.56		29.0		ARDEN 2.1	18.9		f 7.24	f 4.08	6.01					5.07	7.55
1,020 W	12.55	1.45				s 6.36	s 3.10	s 10.03		31.1	D	**NEWARK**	16.8		7.20	4.04	5.55					4.55	7.45
1,020 W				6.40PM	10.10AM				15	31.1	D	**NEWARK** 3.0	16.8	18				7.15AM	4.00PM				
				7.05PM	10.35AM					34.1		**CENTERVILLE**	19.8					6.50AM	3.35PM				
1,020 W	12.55	1.55				6.36	3.10	10.03	5	31.1	D	**NEWARK** 2.3	16.8	7	s 7.20	s 4.04	s 5.55					4.55	7.45
690	1.05	2.15				f 6.41	f 3.15	f 10.08	7	33.4		MOWRY 3.5	14.5	11	f 7.16	f 3.58	5.49					4.40	7.20
540	1.23	2.40				f 6.49	f 3.22	f 10.17	5	36.9		DRAWBRIDGE 3.5	11.0	8	f 7.08	f 3.49	5.42					4.25	7.05
1,026	1.36	**3.20** **3.43**				s **6.55**	f **3.30**	s 10.23	5	39.6	D	ALVISO 2.0	8.3	8	s 7.03	s **3.43**	f 5.37					4.15	**6.55**
2,191	1.50	4.00				s 7.02	s **3.38**	s 10.30	4	42.3	D	AGNEW 3.0	5.6	8	s 6.58	s **3.38**	s 5.32					4.04	6.20
744	2.05AM	4.25PM				s 7.10PM	s 3.45PM	s 10.40AM		45.3	D	**SANTA CLARA** 2.6	2.6		6.52AM	3.30PM	5.25PM					3.50AM	5.50
						7.18PM		10.48AM		47.9	DN	**SAN JOSE** S. P. C. Ry. Depot.	0.0		6.45AM	3.20PM							
	2.30AM	4.35PM					3.50PM			47.1	DN	**SAN JOSE** Market St. Depot. Coast Line.	0.0				5.20PM					3.30AM	5.40
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(47.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			Leave Daily	Leave Dai
	(2.55) 10.34	(4.00) 7.76		(0.25) 7.20	(0.25) 7.20	(1.20) 23.25	(1.15) 24.88	(1.27) 21.45				Time over District Average speed per hour			(1.08) 27.50	(1.15) 24.88	(1.05) 28.30	(0.25) 7.20	(0.25) 7.20			(2.25) 12.83	(3.30) 8.88

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTE—No. 802 is superior to 801.
No. 804 is superior to 803.

Trains must obtain clearance cards before leaving Santa Clara when operator is on duty.

REGISTERING STATIONS:
Elmhurst, Newark, Santa Clara and San Jose.

TRAINS WILL STOP AS FOLLOWS:

At Arffs, all trains on signal except Nos. 57 and 58.
At Mayhew, No. 501 Wednesdays and Sundays only.
No. 506 Tuesdays and Saturdays only.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. East-bound trains must get a signal to "proceed" from the switch tender at switch to old main line (or round house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: — ——— —) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: — — ——— — —) blasts of the whistle if they wish switches lined up for crossover on old S. P. C. Co. main line; Two short, one long, one short (thus — — ——— —) blasts of the whistle if they wish switches lined up between Western Division track and Coast Division main line.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—TOWARD SAN FRANCISCO. Westward.

SAN RAMON BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Minimum running time between stations for passenger trains—mins.	Distance from San Francisco		Time Table No. 112 June 16, 1907	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS		
	144	142	60							141	143	59
	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger							San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only				STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only
	4.00PM	7.40AM	7.40AM		0.00		**SAN FRANCISCO** 39.15	58.85		9.28AM	6.08PM	6.08PM
3,728	5.53PM	9.40AM	9.27AM		39.15	D	**AVON** 4.40	19.70		s 7.28AM	s 4.10PM	s 4.20PM
5,740 W	s 6.03	s 10.20	s 9.38	7	43.55	D	CONCORD 0.74	15.30	11	s 7.16	s 3.47	s 4.10
953				5	44.29		NACIO 1.86	14.56	6			
4,098	f 6.08	f 10.35	f 9.45		46.15		HOOKTON 3.00	12.70		f 7.10	f 3.10	f 4.03
3,236	s 6.15	s 10.45	s 9.52	5	49.15	D	WALNUT CREEK 4.40	9.70	7	s 7.02	s 2.58	s 3.56
1,215	s 6.23	s 10.59	s 10.02	8	53.55		HEMME 2.20	5.30	11	s 6.53	s 2.40	s 3.47
4,185	s 6.28	s 11.06	s 10.08	4	55.75	D	DANVILLE 1.70	3.10	6	s 6.48	s 2.32	s 3.42
1,409	f	f	f	3	57.45		OSAGE 1.40	1.40	4	f	f	f
6,659 T	6 35PM	11.15AM	10.15AM	2	58.85		**SAN RAMON**	0.00	4	6.40AM	2.20PM	3.35PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only				(19.70)			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only
	(0.42)	(1.35)	(0.47)				........Time over District........			(0.48)	(1.50)	(0.45)
	28.14	12.44	24.62				........Average speed per hour........			22.73	10.75	26.27

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTES—No. 142 is superior to No. 143.

REGISTERING STATIONS:
Avon and San Ramon.

TRAINS WILL STOP AS FOLLOWS:
At Widbero all passenger trains on signal.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: San Jose Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 112 June 16, 1907	Distance from San Jose	FIRST CLASS						THIRD CLASS
	280	98	96	94	130	92	90					89	91	93	129	95	97	279
	San Jose Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	Santa Cruz Passenger	San Jose Passenger	San Jose Passenger					San Jose Passenger	San Jose Passenger	San Jose Passenger	Santa Cruz Passenger	San Jose Passenger	San Jose Passenger	San Jose Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		6.20PM	5.20PM	3.20PM		12.20PM	7.00AM	0.00	DN	**SAN FRANCISCO** 30.20	47.74	7.48AM	8.28AM	9.48AM		2.48PM	6.48PM	
20,426 WY	2.20PM	7.47PM	6.47PM	4.42PM	3.10PM	1.52PM	8.35AM	30.20	DN	**NILES** 3.55	17.54	s 5.37AM	s 6.20AM	s 8.22AM	s 10.00AM	s 1.05PM	s 5.05PM	7.15PM
5,048	2.45	s 7.53	s **6.54**	s **4.55**	s 3.17	s 2.00	s 8.41	33.75		IRVINGTON 3.64	13.99	s 5.30	s 6.11	s 8.15	9.52	s 12.57	s **4.55**	**6.54**
3,219	**3.25**	s 8.00	s 7.01	s 5.02	s **3.25**	s 2.07	s 8.48	37.39	D	WARM SPRINGS 4.33	10.35	s 5.23	s 6.04	s 8.08	9.46	s 12.50	s 4.49	6.30
4,940	3.45	s 8.08	s 7.07	s 5.08	s 3.33	s 2.16	s 8.57	41.72	D	MILPITAS 2.62	6.02	s 5.16	s 5.57	s 8.01	9.41	s 12.42	s 4.42	6.05
2,990	4.00	f 8.13	f 7.13	f 5.13	f 3.38	2.22	f 9.03	44.34		WAYNE 3.40	3.40	f 5.12	f 5.52	f 7.56	9.36	f 12.37	f 4.37	5.50
Term. Yard. WCTO	**4.20**PM	8.20PM	7.20PM	**5.20**PM	3.45PM	2.30PM	9.10AM	47.74	DN	**SAN JOSE**	00.0	5.05AM	5.45AM	7.50AM	9.30AM	12.30PM	**4.30**PM	**5.30**PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.54)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.00)	(0.33)	(0.33)	(0.38)	(0.35)	(0.38)	(0.35)			........Time over District........		(0.32)	(0.35)	(0.32)	(0.30)	(0.35)	(0.35)	(1.45)
	8.77	31.89	31.89	27.69	30.07	27.69	30.07			........Average speed per hour........		32.89	30.07	32.89	35.08	30.07	30.07	10.02

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTE—No. 280 is superior to No. 279.
Trains must get clearance card before leaving San Jose.
No. 129 will take East "Y" at Niles and back up to station.

REGISTERING STATIONS:
Niles and San Jose.

TRAINS WILL STOP AS FOLLOWS:
Nos. 89 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.

Eastward. **FROM SAN FRANCISCO—WESTERN DIVISION: Merced and Milton Branches—TOWARD SAN FRANCISCO.** Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 112	Distance from Merced	Minimum running time between stations for freight trains—minutes.	FIRST CLASS		THIRD CLASS
	306	154	152				June 16, 1907			151	153	305
	Passenger and Freight	Passenger and Freight	* Passenger							* Passenger	Passenger and Freight	Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
		9.00AM	9.00AM		0.00	DN	**SAN FRANCISCO** 91.70	0.00		4.08PM	7.28PM	
Interm. Yard. WCTY	7.45AM	**1.20PM**	**1.30PM**		91.70	DN	**STOCKTON** 6.00	72.25		11.45AM	3.45PM	4.00PM
501	8.02	1.32	f 1.42	12	97.70		CHARLESTON (Spur) 1.70	66.25	13	f 11.31	f 3.31	3.43
772			f	4	99.40		WALTHALL (Spur) 2.20	64.55	4	f	f	
541	8.13	f 1.41	1.51	4	101.60		HOLDEN (Spur) 3.20	62.35	5	f 11.22	f 3.22	3.32
3,116 WY	8.25	s 1.48	s 1.58	6	104.80	D	**PETERS**	59.15	8	11.15	**3.12**	**3.15**
3,116		1.48			104.80	D	**PETERS** 5.70	59.15			s 3.12	
790		f 2.03		14	110.50		WAVERLEY 5.80	64.85	20		f 2.57	
2,200 T		2.20PM		14	116.30	D	MILTON Milton Branch	70.65	22		2.40PM	
3,116 WY	8.25		1.58		104.80	D	**PETERS** 4.40	59.15		s 11.15		3.15
2,670	8.50		s 2.07	9	109.20	D	FARMINGTON 3.30	54.75	11	s 11.05		2.50
666			f	6	112.50		TRIGO (Spur) 2.80	51.45	9	f		
1,432	9.10		f **2.20**	5	115.30		COMETA 2.40	48.65	8	f 10.53		**2.20**
969			f	5	117.70		CLYDE (Spur) 4.00	46.25	7	f		
2,897			f	8	121.70		BURNETT (Spur) 1.70	42.25	10	f		
6,774 WT	**10.20**		2.40 2.45	3	123.40	D	OAKDALE Oakdale & W. Crossing 4.00	40.55	5	10.35 ***10.20**		1 30
2,800	10.32		f 2.53	6	127.40		CLARIBEL 6.10	36.55	9	f 10.00		12.50
978	10.50		s 3.03	9	133.50	D	WATERFORD 1.60	30.45	13	s 9.38		12.25
4,698	10.58		s 3.07	3	135.10		HICKMAN 5.80	28.85	4	s 9.30		12.15PM
7,857 WT	11.15AM		s 3.18	9	140.90	D	MONTPELLIER 6.20	23.05	13	s 9.15		11.55AM
4,051			f 3.31	9	147.10		RYER 2.70	16.85	14	f 8.58		
989			f 3.36	5	149.80		ARUNDEL 3.80	14.15	8	f 8.50		
5,471			f 3.44	5	153.60		AMSTERDAM 4.70	10.35	7	f 8.40		
620			f	7	158.30		NAIRN (Spur) 3.86	5.65	10	f		
15,521 WCT					162.16		A. T. & S. F. Crossing 1.79	1.79				
			4 15PM	9	163.95	DN	**MERCED**	0.00	14	8.10AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				(72.25)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.30) 14.05	(1.00) 24.60	(2.45) 26.26				Time over District Average speed per hour			(3.25) 21.14	(1.05) 22.71	(4.05) 12.04

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT-NOTES—No. 154 is superior to No. 153.
No. 306 is superior to No. 305.

Trains must get clearance card at Milton when an operator is on duty.

* Nos. 151 and 152 will handle freight between Montpellier and Merced.
No. 151 will wait until 11.00 a. m. for connection with Sierra Ry.

REGISTERING STATIONS:
Stockton, Peters, Milton, Oakdale, Montpellier and Merced.

Eastward — FROM SAN FRANCISCO—VALLEY SPRING BRANCH—TOWARD SAN FRANCISCO. — Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 112 June 16, 1907	Distance from Valley Spring	Minimum running time between stations for freight trains—minutes.	SECOND CLASS		THIRD CLASS
	312 Valley Spring Passenger and Freight	172 Passenger	174 Valley Spring Passenger							171 Passenger	173 Lodi Passenger	311 Lodi Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only				STATIONS			Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday
		9.00AM			0.0	DN	**SAN FRANCISCO**	131.0		4.08PM		
2,711 W		1.05PM			106.8		**WOODBRIDGE** 2.6	29.4		12.50PM		
18,707 WTC	s 7.00AM	s 1.55	s 8.30AM	5	104.2	DN	**LODI** 7.3	26.8	7	12.35PM 11.20AM	s 4.25PM	s 5.10PM
2,850 W	s 7.25	s 2.10	s 8.44	13	111.5	P	LOCKEFORD 3.9	19.5	19	s 11.00	s 4.08	s 4.47
2,580	s 7.55	s 2.20	s 8.51	6	115.4	P	CLEMENTS 6.2	15.6	10	s 10.50	s 3.59	s 4.35
2,413	s 8.20	s 2.35	s 9.05	11	121.6	P	WALLACE 5.6	9.4	15	s 10.35	s 3.45	s 4.15
1,107	s 8.50	s 2.50	s 9.20	11	127.2		HELISMA 3.0	3.8	12	s 10.20	s 3.27	s 3.50
422	f **	f **	f **	6	130.2		NORVAL (Spur) 0.8	0.8	8	f **	f **	f **
2,818 WT	9.30AM	3.10PM	9.45AM	2	131.0	P	**VALLEY SPRING**	0.0	2	10.00AM	3.15PM	3.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only				(29.4)			Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday
	(2.30)	(1.15)	(1.15)				Time over District			(2.50)	(1.10)	(1.40)
	10.72	29.70	21.44				Average speed per hour			10.38	22.97	16.08

FOOT-NOTES—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.
Trains will stop at cemetery between Lockeford and Lodi for funeral parties.

REGISTERING STATIONS: Lodi and Valley Spring.

Eastward — FROM SAN FRAN.—AMADOR BRANCH—TOWARD SAN FRAN. — Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 112 June 16, 1907	Distance from Ione	Minimum running time between stations for freight trains—minutes.	THIRD CLASS
	132 Ione Passenger and Freight							131 Ione Passenger and Freight
	Leave Daily				STATIONS			Arrive Daily
	9.00AM		0.00	DN	**SAN FRANCISCO**	139.80		4.08PM
8,276 WCT	2.15PM		112.60	DN	**GALT** 5.56	27.20		11.00AM
674	f	12	118.16		CONLEY (Spur) 3.29	21.64	17	f
1,171	f 2.37	7	121.45		CICERO 1.40	18.35	10	f 10.35
466	f	3	122.85		CLAY (Spur) 10.37	16.97	4	f
2,002	s 3.15	24	133.22		CARBONDALE 0.74	6.58	31	s 10.00
1,020	f		133.96		YARU (Spur) 2.05	5.84		f
425	f	6	136.01		CLARKSONA (Spur) 2.72	3.79	8	f
858	f		138.73		DAGON (Spur) 0.27	1.07	8	f
762	f		139.00		YOUNGLOVE (Spur) 0.80	0.80	1	f
4,541 WT	3.50PM	8	139.80	D	**IONE**	0.00	2	9.15AM
	Arrive Daily				(27.20)			Leave Daily
	(1.35)				Time over District			(1.45)
	17.18				Average speed per hour			15.54

REGISTERING STATIONS: Galt and Ione.

Eastward — FROM SAN FRANCISCO—YOSEMITE BRANCH—TOWARD SAN FRANCISCO. — Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco via Antioch		Time Table No. 112 June 16, 1907	Distance from Fresno	Minimum running time between stations for freight trains—minutes.	SECOND CLASS	
	156 Passenger and Freight	150 Yosemite Passenger							155 Passenger and Freight	149 Yosemite Passenger
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily
	8.20AM	3.20PM		0.00		**SAN FRANCISCO**	206.65		4.48PM	8.48AM
13,964 WTC	2.35PM	4.45AM		177.59	DN	**BERENDA** 3.41	29.06		10.50AM	8.00PM
				181.00		A. T. & S. F. Crossing 3.98	32.47			
1,034	f 2.53	f 5.02	15	184.98		TALBOT 4.22	36.45	15	f 10.22	f 7.44
8,482	f 3.07	f 5.12	8	189.20		DAULTON 2.77	40.67	8	f 10.00	f 7.35
300	f			191.97		JESBEL (Spur) 3.60	43.44		f	f
1,186				195.57		DAY (Spur) 0.60	47.04		f	f
1,039	f 3.30	f 5.45	21	196.17		HERBERT 1.40	47.64	21	f 9.27	f 7.13
15,602	f 3.40	f 5.50	4	197.57		KNOWLES (Spur) 1.02	49.04	4	f 9.20	f 7.08
2,737 WT	3.50PM	6.00AM	3	198.59	D	**RAYMOND**	50.06	3	9.00AM	7.00PM
	Arrive Daily	Arrive Daily				(21.00)			Leave Daily	Leave Daily
	(1.15)	(1.15)				Time over District			(1.50)	(1.00)
	16.80	16.80				Average speed per hour			11.45	21.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

REGISTERING STATIONS:
Berenda and Raymond.

FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—Calistoga Branch.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS		SECOND CLASS						FIRST CLASS			Distance from San Francisco	Time Table No. 112 June 16, 1907	Minimum running time between stations for passenger trains—minutes.
	Steamer Trip From No. 24	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	76 Passenger	74 Passenger and Freight	164 Napa Passenger	402 Wingo Passenger and Freight	160 Vallejo Passenger	162 Passenger	64 Calistoga Passenger	66 Calistoga Passenger Via C. N. W. Ry.	62 Calistoga Passenger			
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
	7.00PM	5.40PM										10.20AM				4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	0.00	DN **SAN FRANCISCO** DN 29.01	
	8.15PM	6.55PM										11.36AM				5.15PM		8.56AM	29.01	D **VALLEJO JUNC.** 2.00 Vallejo Ferry	
	† 8.30	** 7.10	5.30PM	4.00PM	11.50AM	9.15AM	7.10AM					11.50AM				5.30PM		9.10AM	31.01	D **SOUTH VALLEJO** 1.60	
	8.40PM	7.25PM	5.45PM	4.10PM	12.01PM	9.25AM	7.20AM													**NORTH VALLEJO WHF.**	
28,071 WCT											3.45PM	s 11.50AM	8.15AM	7.40AM		s 5.35PM	From West Napa, Buchli and Wingo	s 9.17AM	31.01	D **SOUTH VALLEJO** 1.10	2
149											s 3.48	s 11.53	s 8.20	s 7.43		s 5.38		s 9.20	32.11	NORTH VALLEJO 3.28	4
1,542											f 3.57	f 11.59AM	f 8.28	f 7.50		f 5.45		f 9.27	35.39	FLOSDEN 2.92	4
11,809 YO									9.33AM	5.41PM	4.05 5.00	s 12.05PM	8.35AM	s 7.55AM	6.35AM	s 5.51		s 9.33	38.31	D **NAPA JUNCTION** 3.75	4
448									9.55	f 5.47	5.07	f 12.13			f 6.42	f 5.58		f 9.41	42.06	THOMPSON (Spur) 3.10	3
432												f							45.16	IMOLA (Spur) 1.31	2
7,211 W								2.55PM	10.25	5.57PM	5.15PM	12.25PM			6.51AM	s 6.10		s 9.53	46.47	D NAPA 2.33	
2,065								3.15PM	10.35							s 6.15	5.25PM	s 10.00	48.80	**UNION** 2.31	
670									10.45							f 6.21	f 5.30	f 10.06	51.11	OAK KNOLL 1.68	9
828								Via West Napa, Buchli and Wingo	10.55							f 6.25	f 5.33	f 10.11	52.79	TRUBODY 2.26	
2,757 W									11.10							s 6.30	s 5.37	s 10.17	55.05	D YOUNTVILLE 3.44	4
2,154									11.25							s 6.38	s 5.42	s 10.25	58.49	D OAKVILLE 1.89	2
1,720									11.33							s 6.43	s 5.46	s 10.30	60.38	D RUTHERFORD 1.94	
1,506									11.40							f 6.47	f 5.49	f 10.33	62.32	ZINFANDEL 0.77	
528																			63.09	THOMANN (Spur) 0.35	4
1,402									11 45AM							f 6.50	f 5.51	f 10.37	63.44	CRANE 0.92	
5,020									12.01PM							s 6.55	s 5.53	s 10.40	64.36	ST. HELENA 1.24	
908									12.05							6.57	5.55	10.43	65.60	KRUG 0.75	
967									12.08							f 7.00	5.57	f 10.44	66.35	BARRO 2.18	
555 W																f		f	68.53	BALE (Spur) 0.74	9
1,119									12.18							f 7.05	f 6.02	f 10.52	69.27	LARKMEAD 0.67	
847 W																f	f	f	69.94	MAPLE 2.85	
2,681 WT									12.30PM							7.12PM	6.10PM	11.00AM	72.79	D **CALISTOGA**	
	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.78)	
								(0.20)	(2.57)	(0.16)	(0.35)	(0.25)	(0.20)	(0.15)	(0.16)	(1.37)	(0.45)	(1.43)		....................Time over District	
								6.99	8.90	30.10	23.40	37.10	21.90	29.20	30.10	25.84	31.98	24.33		....................Average speed per hour	

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

☞FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at South Vallejo when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:

At Suscol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 160, 60, 62, 64, 402, 74 and 164 on signal.
☞Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:

** Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.

Minimum running time between stations for freight trains—minutes.		Time Table No. 112 June 16, 1907	Distance from Calistoga	FIRST CLASS			SECOND CLASS							THIRD CLASS	
				61	65	63	161	71	163	175	159	75	§73	259	261
				Calistoga Passenger	Calistoga Passenger via N. W. Pac. Ry. Fy.	Calistoga Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger and Freight	Vallejo Passenger	Vallejo Passenger	Passenger	Passenger	Passenger and Freight	Calistoga Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	DN	**SAN FRANCISCO** 29.01	72.79	9.28AM	10.25AM N. W. Pac. Ry. Ferry	6.08PM		11.28AM							
	D	**VALLEJO JUNC.** Vallejo Ferry 2.00	43.78	7.57AM		4.50PM									
	D	**SOUTH VALLEJO** 1.60	41.78	7.45AM		4.38PM									
		NORTH VALLEJO WHF.													
	D	**SOUTH VALLEJO** 1.10	41.78	s 7.40AM	To West Napa, Buchli and Wingo	s 4.30PM		s 9.55AM	3.08PM	3.08PM	5.30PM		6.10PM	From West Napa, Wingo and Buchli	
4		NORTH VALLEJO 3.28	40.68	s 7.37		s 4.27		s 9.50	s 3.03	s 3.03	5.27		s 6.05		
8		FLOSDEN 2.92	37.40	f 7.30		f 4.20		f 9.41	f 2.53	f 2.53	5.18		f 5.58		
8	D	**NAPA JUNCTION** 3.75	34.48	s 7.25		s 4.15	6.15AM	s 9.33	** 2.45 1.25	s 2.45	5.15PM	5.31PM	5.51PM		4.35PM
8		THOMPSON (Spur) 3.10	30.73	f 7.16		4.02		9.17	f 1.17	f 2.37		5.23			
6		IMOLA (Spur) 1.31	27.63												
3	D	NAPA 2.33	26.32	s 7.10		s 3.52	6.00AM	9.10AM	1.10PM	2.30PM		5.16PM		11.10AM	3.52
		UNION 2.31	23.99	s 7.03	s 8.32AM	s 3.45								10.55AM	3.15
18		OAK KNOLL 1.68	21.68	f 6.59	f 8.27	f 3.40									2.53
		TRUBODY 2.26	20.00	f 6.57	f 8.24	f 3.36									2.45
	D	YOUNTVILLE 3.44	17.74	s 6.52	s 8.20	s 3.30									2.33
7	D	OAKVILLE 1.89	14.30	s 6.46	s 8.14	s 3.21									2.15
4	D	RUTHERFORD 1.94	12.41	s 6.42	s 8.11	s 3.16									2.05
		ZINFANDEL 0.77	10.47	f 6.38	f 8.08	f 3.12									1.55
8		THOMANN (Spur) 0.35	9.70												
		CRANE 0.92	9.35	f 6.36	8.06	f 3.10									1.49
		ST. HELENA 1.24	8.43	s 6.35	s 8.05	s 3.09									1.43
		KRUG 0.75	7.19	6.32	8.02	3.04									1.26
		BARRO 2.18	6.44	f 6.31	8.01	f 3.03									1.22
18		BALE (Spur) 0.74	4.26	f		f									
		LARKMEAD 0.67	3.52	f 6.26	f 7.56	f 2.56									1.12
		MAPLE 2.85	2.85	f	f	f									
	D	**CALISTOGA**	0.00	6.20AM	7.50AM	2.50PM									1.00PM
		(41.78)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		Time over District		(1.20)	(0.42)	(1.35)	(0.15)	(0.35)	(1.58)	(0.38)	(0.18)	(0.15)	(0.19)	(0.10)	(3.25)
		Average speed per hour		31.33	34.27	26.39	32.64	8.20	24.38	24.38	24.33	32.64	23.05	13.86	9.62

STATIONS	FERRY							
	Steamer Trip For No. 61	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For No. 63	Steamer Trip For No. 19	Steamer Trip Tie up	Steamer Trip For No. 24	Steamer Trip Tie up
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only
SAN FRANCISCO		11.28AM						
VALLEJO JUNC.		10.15AM			6.20PM		7.55PM	
SOUTH VALLEJO	7.35AM	s 10.00	12.10PM	4.25PM		7.35PM	7.45	8.50PM
NORTH VALLEJO WHF.	7.25AM	9.50AM	12.01PM	4.15PM	5.55PM	7.25PM	7.35PM	8.40PM
SOUTH VALLEJO								
NORTH VALLEJO								
FLOSDEN								
NAPA JUNCTION								
THOMPSON (Spur)								
IMOLA (Spur)								
NAPA								
UNION								
OAK KNOLL								
TRUBODY								
YOUNTVILLE								
OAKVILLE								
RUTHERFORD								
ZINFANDEL								
THOMANN (Spur)								
CRANE								
ST. HELENA								
KRUG								
BARRO								
BALE (Spur)								
LARKMEAD								
MAPLE								
CALISTOGA								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Sunday Only

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at Calistoga when an operator is on duty.

REGISTERING STATIONS:
South Vallejo, Napa Junction, Napa, Union, Calistoga

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 61, 63, 163 and 175 on signal.
At Middleton, Nos. 61 and 63 on signal.
At Orphans' Home, Nos. 61, 63, 71, 159, 73, 163 and 175 on signal.
Nos. 161, 75 will run to Cement Works at Napa Junction.
§ No. 73—no San Francisco connection.
** No. 163, on special order, will make trip to Creston and return.

Eastward. **FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—TOWARD SAN FRANCISCO.** Westward.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS			Minimum running time between stations for passenger trains—min.	Distance from San Francisco		Time Table No. 112 June 16, 1907	Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS			THIRD CLASS	
	296 * Santa Rosa Freight	**264** Calistoga Freight	**170** Santa Rosa Passenger	**160** Vallejo Passenger	**168** Santa Rosa Passenger							**167** Santa Rosa Passenger	**159** Vallejo Passenger	**169** Santa Rosa Passenger	**263** Calistoga Freight	**295** Santa Rosa Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
28,071							31.01		**SOUTH VALLEJO**	20.10						
11,899 YO	**5.55PM**	**5.42PM**	4.17PM	7.55AM	7.30AM		38.31	D	**NAPA JUNCTION** 3.66	12.80		9.20AM	5.15PM	**5.42PM**	8.40AM	10.10AM
4,623 W	6.35	6.00	f 4.27	* **8.12**	f 7.40	15	41.97		CRESTON 3.92	9.14	10	f 9.08	5.07	f 5.30	**8.12**	9.50
5,720	6.55	6.17	s 4.38	s 8.20	s **7.53**		45.98	D	CORDELIA 1.36	5.22		s 8.53	s 4.57	s 5.18	**7.53**	9.12
3,656			f	*	f		47.25		THOMASSON (Spur) 1.68	3.86		f		f		
906	7.05	6.30	**4.50**	8.25	7.59	10	48.93		SUBEET 2.18	2.18	15	8.46	**4.50**	5.10	7.35	8.59
31,646 WCTYO	7.30PM	6.45PM	4.55PM	**8.30AM**	8.05AM		51.11	DN	**SUISUN**	0.00		**8.40AM**	4.45PM	5.05PM	7.25AM	**8.50AM**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(12.80)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.35)	(1.03)	(0.38)	(0.35)	(0.35)				Time over District			(0.40)	(0.30)	(0.37)	(1.15)	(1.20)
	8.08	15.55	20.53	21.94	21.94				Average speed per hour			19.20	26.00	20.76	10.24	9.60

* No. 296 will carry passengers.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT NOTES—No. 168 is superior to 167.
No. 170 is superior to 169.

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:
Suisun and Napa Junction.

Eastward. **FROM SAN FRANCISCO—WESTERN DIVISION: Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO.** Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	FIRST CLASS	Minimum running time between stations for passenger trains—min.	Distance from Wingo.		Time Table No. 112 June 16, 1907	Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS	SECOND CLASS
	404 Passenger and Freight	**66** Calistoga Passenger via N. W. Pac Ry.							**65** Calistoga Passenger via N. W. Pac. Ry.	**403** Passenger and Freight
	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily
	10.05AM	5.01PM		0.00		**WINGO** 5.55	14.10		9.00AM	4.15PM
714	10.25AM	5.11PM		5 55		**BUCHLI** 3.14	8.55		f 8.50AM	s 4.02PM
1,223	s 10.32	f 5.14		8.69		STANLEY 3.53	5.41	20	f 8.46	s 3.56
4,616 WTC	s 10.45	s 5.20	10	12.22	D	WEST NAPA 1.88	1.88		s 8.40	s 3.50
2,065	s 10.50AM	s 5.25PM		14.10		**UNION**	0 00		8.33AM	* 3.45PM
	Arrive Daily	Arrive Daily				(14.01)			Leave Daily	Leave Daily
	(0.25)	(0.15)				Time over District			(0.17)	(0.17)
	10.94	34.20				Average speed per hour			30.17	30.17

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

NOTE—See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

REGISTERING STATIONS:
Union and Wingo.

* Wait 10 minutes for connection with No. 63.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION BRANCH LINES: Santa Rosa and Wingo Branches.—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 112 June 16, 1907	Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS
	294	406	402	70	68	166						67	69	165	401	405	293
	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.						Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
				4.00PM	7.40AM			0.00	**SAN FRANCISCO**	75.01		9.28AM	6.08PM				
11,899 YO	10.30AM		9.15AM	5.51PM	9.35AM		8	38.31	D **NAPA JUNCTION** 5.00	36.70	11	7.21AM	4.10PM			5.15PM	5.00PM
714	10.58	From Union and West Napa	f 9.28	f 6.05	f 9.48	From Union and West Napa		43.31	D **BUCHLI**	31.70	5	7.08	3.52	ToWest Napa and Union	ToWestNapa and Union	**4.52**	**4.40**
714	10.58	**4.02PM**	9.28	6.05	9.48	8.50AM	4	43.31	Automatic Block. D **BUCHLI** 2.20	31.70	8	f 7.08	f **3.52**	5.11PM	f 10.25AM	f **4.52**	**4.40**
721	11.07	f 4.06	f 9.32	f 6.10	f 9.52	8.53		45.51	MERAZO 1.26	29.50		f 7.03	f 3.47	5.07	f 10.18	f 4.44	4.34
No Siding	11.13	4.09	9.36	6.14	9.55	8.55		46.77	**RAMAL**	28.24		7.00	3.44	5.05	10.15	**4.40**	**4.30**
No Siding		4.09	9.36			8.55	3	46.77	**RAMAL** (No Siding) 2.09	28.24	4			5.05	10.15	4.40	
Siding on C.N.W.Ry		** 4.15PM	9.45AM			9.00AM		48.86	**WINGO**	30.24				5.01PM	*10.05AM	4.30PM	
No Siding	11.13			6.14	9.55		5	46.77	**RAMAL** (No Siding) 3.54	28.24	7	7.00	3.44				4.30
1,582	11.35			f 6.22	f 10.03		5	50.31	N. W. Pac. Ry. Crossing D SHELLVILLE 3.12	24.70	7	f 6.52	f 3.37				4 15
310							2	53.43	SNYDER (Spur) 1.38	21.58	3						
2,349 W	11.50AM			s 6.33	s 10.15		3	54.81	D EL VERANO 1.61	20.20		s 6.44	s 3.27				3.55
606				f	f		1	56.42	AGUA CALIENTE (Spur) 0.79	18.59	5	f	f				
369				f	f		1	57.21	SOBRE VISTA (Spur) 0.70	17.80		f	f				
892	12.02PM			f 6.41	f 10.23		1	57.91	N. W. Pac. Ry. Crossing YULUPA 0.69	17.10	4	f 6.39	f 3 20				3.42
508	12.06			f 6.44	f 10.28		3	58.60	GELSTON 1.51	16.41	5	f 6.36	f 3.17				3.35
898	12.17			s 6.46	s 10.30		1	60.11	GLEN ELLEN 0.60	14.90		s 6.34	s 3.15				3.30
499	12.19			f 6.47	f 10.31		3	60.71	WARFIELD 1.40	14.30	6	f 6.32	f 3.14				3.28
525	12.23			f 6.51	f 10.35		3	62.11	BELTANE 1.70	12.90		f 6.29	f 3.10				3.22
505	12.28			f 6.54	f 10.38		1	63.81	WILDWOOD 0.70	11.20	9	f 6.24	f 3.06				3.16
2,497	12.40			s 6.56	s 10.40		2	64.51	D KENWOOD 1.43	10.50		s 6.23	s **3.04**				**3.04**
561				f	f		1	65.94	LAWNDALE (Spur) 0.67	9.07		f					
480	12.47			f 7.01	f 10.46		2	66.61	LOS GUILICOS 1.30	8.40	6	f 6.17	f 2.59				2.40
1,290	12.52			f 7.04	f 10.50		5	67.91	ANNADEL 1.59	7.10		f 6.14	f 2.57				2.35
				*	*			69.50	OLESON (Spur) 0.91	5.51		*	*				
1,078	1.00			f 7.10	f 10.55		3	70.41	MELITTA 1.69	4.60	14	f 6.09	f 2.50				2.20
992							5	72.10	BAKU (Spur) 2.91	2.91							
5,444 WT	1.15PM			7.20PM	11.05AM			75.01	D **SANTA ROSA**	0.00		6.00AM	2.40PM				2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			36.70			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.45)	(0.13)	(0.30)	(1.29)	(1.30)	(0.10)			Time over District			(1.21)	(1.30)	(0.10)	(0.20)	(0.45)	(3.00)
	13.34	26.38	21.00	24.74	24.46	33.30			Average speed per hour			27.18	24.46	33.30	16.00	8.61	12.23

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes.

FOOT NOTE.—No. 294 is superior to No. 293.
No. 402 is superior to No. 401.
No. 406 is superior to No. 405.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 27, covering movements at Wingo.

NOTE.—Between Ramal and Buchli Automatic Signals are in operation. See Special Rule, page 27, Santa Rosa and Napa Junction.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
Tule Vista Nos. 67, 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

* Connect with N. W. Pac. Ry. 208.
** Connect with No. 209 N. W Pac. Railway; No. 209 will not wait for No. 406 if late.

REGISTERING STATIONS:
Santa Rosa and Napa Junction.

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 112 June 16, 1907	Distance from San Francisco	Minimum running time between stations for freight trains—minutes.	FIRST GALSS	
	80 Winters Passenger	78 Rumsey Passenger and Freight							79 Winters Passenger	77 Rumsey Passenger and Freight
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily
	3.00PM	7.00AM		0.00		**SAN FRANCISCO** 60.32	111.37		10.48AM	7 48PM
12,978 WYC	5.55PM	9.52AM		60.32	DN	**ELMIRA** 4.24	51.05		7.50AM	5.00PM
8,181	s 6.05	s 10.02	5	64.56	D	VACAVILLE 1.89	46.81	11	s 7.40	s 4.40
680	f	f	2	66.45		VIOLET (Spur) 2.82	44.92	5	f	f
1,495	f	f	3	69.27		HARTLEY 1.95	42.10	7	f	f
778	f	f	3	71.22		ALLENDALE (Spur) 3.63	40.15	5	f	f
1,298	f 6.26	f 10.30	5	74.85		WOLFSKILL 1.97	36.52	9	f 7.15	f 3.35
6,061 WT	6.30PM	s 10.40	2	76.82	D	WINTERS ✓ 4.37	34.55	6	7.10AM	s 3.30 ✓
1,672		f 10.53	6	81 19		ELY 3.15	30 18	11		f 3.10
7,212		f 11.02	4	84 34		CITRONA 3.33	27 03	8		f 2.55
3,432		s 11.10	4	87 67		MADISON 3.10	23 70	9		s 2.40
6,247 WT		s 11.18	4	90 77	D	ESPARTO 1.87	20.60	10		s 2.20
9,927			3	92.64		CORFU (Spur) 0.73	18.73	6		
1,297		f 11.25	1	93.37		CAPAY 4.10	18.00	3		f 2.07
1,209		f 11.36	7	97.47		CADANASSA 4.20	13.90	14		f 1.52
1,319		f 11.48	7	101.67		TANCRED 2.50	9.70	14		f 1.34
1,304		f 11.55AM	4	104.17		SURREY 1.00	7.20	8		f 1.26
557		f 12.02PM	3	105.17		AMARANTH 1.20	6.20	3		f 1.22
1,329		s 12.08		106.37	D	GUINDA 0.70	5.00	4		s 1.18
616		s 12.13	1	107.07		SAUTERNE 1.70	4.30	2		f 1.12
1,319		f 12.18	3	108 77		CASHMERE 2.60	2.60	6		f 1.07
3,080 WT		12.25PM	4	111.37		**RUMSEY**	0.00	10		1.00PM
	Arrive Daily	Arrive Daily				(51.05)			Leave Daily	Leave Daily
	(0.35)	(2.33)				Time over District			(0.40)	(4.00)
	28.20	20.19				Average speed per hour			24.75	12.75

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note.

FOOT-NOTE.—No. 78 is superior to No. 77.

REGISTERING STATIONS :
Elmira, Winters and Rumsey.

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

- Oakland Pier.
- West Oakland.
- Port Costa.
- Vallejo.
- Napa—Suisun.
- Elmira.
- Davis.
- Sacramento.—Brighton.
- Galt.
- Lodi.
- Stockton.
- Tracy.
- Mendota.
- Raymond.
- Fresno.
- San Jose—Santa Clara.

REGISTERING.

Registering stations for each district are shown at bottom of each page.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but will throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. *Exception*—Rule 83 must be observed when moving from double track to single track, unless prior register check indicates all superior trains have passed, or if fail to properly identify such trains on double track, stop at Register station end double track for proper identification. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals.

Enginemen, before leaving any registering station, except as above provided, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations" to be used in accordance with Western Division Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent.

Train and Engine men should use this apparatus in case of accident or great delay reporting promptly any failures.

- Oakland Pier.—Dispatcher's office.
- Vallejo Junction.
- Port Costa.
- Avon.
- Tracy.
- Mendota.
- Niles.
- San Jose.
- Lathrop.
- Stockton.
- Lodi.
- Galt.
- Sacramento.
- Benicia.
- Suisun.
- Elmira.
- Napa Junction.
- Santa Rosa.
- Calistoga.
- Merced.

At Fruitvale and West Berkeley "Telegraphones" have been installed for suburban trains only.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule or on left hand margin of page indicate:

s—regular stop.
f—flag stop to receive or discharge passengers or freight.
*—stop only to leave passengers.
†—stop on signal to receive passengers.
¶—stop for meals.
l—leave.
a—arrive.
DN—day and night telegraph office.
D—day telegraph office.
N—night telegraph office.
P—telephone.
W—water station.
C—fuel station.
T—turn table.
Y—wye
O—track scales.

Other signs are explained at foot of page on which they appear.

NOTE.—West-bound overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at terminals or junctions, will stop to leave such passengers.

FLAGGING DISTANCES.

Attention is called to the fact that information shown in vertical columns on the face of previous time tables denoting "Danger," and "Caution" points in flagging distances as per Section A, Rule 99, has been eliminated on this time table.

Fourteen telegraph poles will be considered "Danger" point and 20 telegraph poles "Caution" point from where the track is obstructed, except when flagging on descending grades, obscure or crooked track, or in foggy or stormy weather, when "Danger" point will be 25 telegraph poles and "Caution" point 30 telegraph poles from where the track is obstructed.

These distances must be strictly observed.

SPECIAL RULES.

Extra trains may pass, or run ahead of, third-class trains without receiving an order to do so.

Automatic Block Signals in service are indicated on each page to left of station names, also installation of such signals in progress on various parts of division. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use EXTREME CARE in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations, especially Davis, Elmira and Suisun, after using must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 40, Page 94, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

NOTE.—EAST-BOUND train, with a "meet" on double track between Army Point and Arsenal, must stand WEST of signal No. 352 until West-bound trains have passed signal No. 355, near junction switch, to avoid holding Intermediate Signa against West-bound trains.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger trains."

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for freight trains."

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged. If two trains approach a station at the same time, west-bound train to have preference to such station, except suburban trains will have preference over all others at Oakland (16th St.) and at stations between Oakland Pier and Fruitvale. This rule must be strictly observed between Oakland (16th St.) and Oakland Pier and Fruitvale.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

"Suburban trains" must not enter stations Oakland (16th St.), Oakland (1st St.), or Fruitvale, when MAIN LINE TRAINS are receiving or discharging passengers, except when locomotive is preceded by flagmen and then with great caution.

Road Engines when moving from Roundhouse to train, or from Train to Roundhouse, a red light must be displayed on the rear end of tank over center of track in addition to white light.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 anp No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 111, page 107.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly or Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing 14th St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on 1st Street and governs west-bound trains: Top arm governs west on main-line to present signal near Tower 3; lower arm governs through new cross-over link and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the 14th Street Line with the old Alameda Line. Top arm governs west-bound trains through the cross-over link and into Broadway (1st Street); lower arm governs over 1st Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, follows: Top arm governs to new signal at the New Junction of 14th Street and lameda Line; lower arm governs through new "Y" and out on east-bound main-line on 1st Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing 14th St. Line, 7th and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham Streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on 1st and 7th Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. East-bound main-line signal is located about 400 feet west of cross-over link.

East-bound Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

West-bound trains are governed by two-arm signal located about 400 feet east of cross-over link—upper arm for main line; lower arm for 7th Street Line.

TOWER No. 10.—At Fruitvale.

West-bound main-line trains approaching this tower will be controlled by one arm high signal on cantilever pole and in addition, by one-arm high signal west of tower.

West-bound 7th Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one arm high signal west of tower, and also by one-arm high signal located at junction point of main line west bound and local tracks.

West-bound Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

East-bound trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to 7th Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out east-bound main line, bottom arm controlling movement to Alameda Park Street Line.

East-bound 7th Street Local after making stop at Fruitvale Station must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

TOWER No. 11.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 12.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

TOWER No. 13.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.79 miles west Merced (Oakdale Branch).

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.41 miles east of Berenda.

COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA.—Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER—ELVAS.—Junction Western Division and Sacramento Division.

All signals in Interlocking System govern tracks in accordance Standard Rules 110 to 130, pages 106 to 109 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAW BRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough, speed must not exceed 15 miles per hour crossing above bridges.

SACRAMENTO, west end Sacramento River Bridge, east-bound trains must not exceed six miles per hour full length of train.

If signals are clear proceed not exceeding speed above. If at Danger come to full stop, sending flagman ahead and be governed by Rule 119, page 108.

SAN FRANCISCO AND PORT COSTA.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

SAN FRANCISCO AND PORT COSTA—(Continued).

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

Double track extends from 16th Street, Oakland, to Port Costa. All trains will take the right-hand track (the two tracks next the Bay for trains of this Time Table.)

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be goverened accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

"Freight Trains will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable.

"A regular train may pass and run ahead of a train of the same class, or its sections.

"A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.

"An extra train may pass and run ahead of extra and third-class trains or their sections.

"Work extras must be assigned working limits. Within these limits such trains must move with the 'current of traffic,' unless train orders otherwise direct."

Automatic signal for east-bound trains has been installed at Port Costa. This signal is located about 600 feet west of the Flag Tower on the westerly side of the Port Costa Yard.

This signal controls the east-bound track to a point near the water column east of Port Costa Station.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line. Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as double track main line.

All trains will take the right-hand track.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or west-bound track, and if used must be restored to such position.

Between hours 8.20 A. M. and 10.30 P. M. Switchtender at Arsenal will open and close switch for all EAST BOUND passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must he handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

Speed of trains through Broderick, west Sacramento Bridge, must not exceed 8 miles per hour.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND TRACY.

Double track extends from Oakland Pier to Elmhurst via First Street. ALL TRAINS WILL TAKE THE RIGHT-HAND TRACK. Suburban trains of Alameda line will use main line double track between Oakland Pier and Fruitvale. Suburban trains on the Seventh Street line will also use main line double track with "current of traffic" between EAST OAKLAND and Fruitvale.

The east end of double track (Elmhurst) being east switch of link west of Junction Switch for South Pacific Coast main line trains.

The Junction Switch will stand normally for east-bound trains, Oakland to Niles line.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and west-bound Niles to Oakland, must open and close junction switch.

The west link switch in west-bound main-line leading to junction switch will be set for west-bound trains.

The third track between Fruitvale and Melrose will be used by Seventh Street local suburban trains and switching trains as occasion may require.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of time table and train order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, — — ——— — as a signal to towermen. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, — ——— —, as a signal to towermen. Main line trains via Niles will observe Rule 14, page 12; Rule 324, page 60, when necessary.

Day and night telegraph office and register at Elmhurst. All west-bound trains from Niles and all S. P. C. Ry. will register or leave registering ticket, Form 2588, for operator to register.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Should east-bound trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocked semaphore signals controlled from tower near Third Street.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

TRACY, STOCKTON, LODI AND SACRAMENTO.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed twelve (12) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the 'Yard Limits" at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

The " LONG SIDING " extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switch-tender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must run carefully passing Buffalo Brewery, Sacramento Yard, or other points where switch engines are liable to be working and reduce speed to 5 miles per hour between 10th and R Streets to depot.

On the double track between Sacramento and Elvas all trains must use the right-hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at " Proceed " the switches are set for Main track to Sacramento. When lower arm stands at " Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle, thus, ——— ——— — — —, as signal for the Towerman to set the switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing west-bound main line near Twenty-first Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

See current Sacramento Division Time Table for further instructions.

Towerman Elvas, will keep register for information Western Division trains.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for t[illegible] main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of thc ciiy of Napa at a rate of speed greater than four (4) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

SPECIAL RULES—Continued.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table rights. A freight train, however, must not enter a clear block if a passenger train is so nearly due at opposite end of block that the freight train cannot clear the time of the passenger train five (5) minutes; but after such passenger train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the West Napa-Wingo line. Signals will stand normally at "clear" for West Napa-Wingo branch trains and at "danger" for Santa Rosa-Napa Junction branch trains.

Before entering the automatic block limits, Santa Rosa-Napa Junction branch trains must set junction switch for Santa-Rosa Napa Junction line, which, if no train is occupying the block, will cause signal to assume the "clear" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "danger" and not changing to "clear," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 40.

In all other respects train and enginemen will be governed by Automatic Block System Rules Nos. 32 and 51 inclusive, current Book of Rules.

WINGO.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— ——— — — – as call to switch-tender to set switch for Southern Pacific line. Switch-tender on duty only during the day time. At night, train crews will throw the switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying Cal. N. W. main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under full control, expecting to find main line occupied. Eastbound freight trains on N. W. P. should approach west end of Wingo siding under full control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet east of Wingo junction switch. All trains will be governed by current rules before passing bridge. Train register has been placed at Wingo Junction and Union. All trains must register at these stations.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations:

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deckhands must set the brakes in the middle cuts, the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. V. P. Brown	San Francisco, Cal	S. P. Emergency Hospital.
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. E. M. Keys	Alameda, Cal	Alameda Mole and Newark.
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. C. A. Lutz	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. I. Beattie	Santa Clara	Lawrence, Newark and San Jose.
Dr. D. A. Beattie	San Jose, Cal	Between Milpitas, Santa Clara and San Jose.
Dr. J. U. Hall, Consulting and Emerg'y Surg.	San Jose, Cal	
Dr. W. H. Emerson, Emergency Surgeon	Centerville	
Dr. R. J. Smith, Emergency Surgeon	Milpitas, Cal	
[illegible]. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Martinez.
[illegible]r. Frank Rattan	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W. S. George	Antioch, Cal	Between Cornwall and Byron.
Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	

NAME.	LOCATION.	DISTRICT.
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer	Vacaville, Cal	Between Elmira and Allendale.
Dr. E. K. Caldwell	Winters, Cal	Between Allendale and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont, Merritt and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. W. E. Brigs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Gorve, Cal	Between Florin and Arno.
Dr. A. L. Adams	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters
Dr. F. W. Colman	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Claribel.
Dr. R. J. Schmeidel, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth	Waterford, Cal	Between Claribel and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. C. H. Castle	Merced, Cal	Between Livingston, Minturn and Montpelier.
Dr. C. W. Reid	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp	Raymond, Cal	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno, Cal	Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	* BENICIA TO SACRAMENTO	BETWEEN † OAKLAND AND MENDOTA (via Martinez)		BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	**SUISUN TO NAPA JUNCTION
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—57 16/24 34	1487	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57 16/24 39	1492	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 16/24 39	1495, 1366	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 17/24 40	1522	140	1340	1360	1790	1340	460	500	990	1095	1415	404	300
E—63 16/24 48	1490, 1499	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63 16/24 39	1517	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 49	1519, 1520, 1521	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63 17/24 40	1488	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 40	1515, 1523	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63 17/24 43	1512, 1524, 1325	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57 17/24 57	1516, 1368, 1525	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63 17/24 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63 17/24 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69 17/26 55	1362, 1363	150											
E—69 17½/26 55	1364, 1365	150											
E—63 17/24 47	1349, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63 17/24 47	1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69 18/24 68	1402, 1403, 1404, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69 18/28 57	1415, 1416, 1418	150	1945	2115	2815	1945	690	735	1425	1575	2025	670	465
E—69 18/28 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73 20/24 92	1446, 1457	180											
E—69 18/26 73	1463	160											
E—62 18/26 85	1474	160											
E—62 18/26 62	1475, 1478, 1479, 1480	160											
M—63 20/28 126	1615, 1619, 1622, 1629, 1635, 1636, 1639, 1641, 1643, 1654, 1655, 1656, 1661, 1663, 1667, 1671, 1673, 1674, 1683, 1685, 1690, 1707, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63 15½-26/28—144	1723, 1724, 1772, 1779, 1770	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57 18/24 72	2004, 2005	150	2320	2340	3100	2320	860	910	1715	1890	2415	860	615
T—57 18/24 55	2010, 2012	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57 18/24 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63 18/24 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63 18/24 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57 18/24 64	2032, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 67	2070, 2074, 2086	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57 18/24 66	2105, 2112	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 79	2018, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 73	2114, 2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63 18/24 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57 18/24 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57 18/24 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57 18/24 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57 18/24 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69 19/24 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—69 20-29/26 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
A—84 15-25/28 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79 15-25/28 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81 20/28 105	3025, 3026, 3041	200											
C—51 19/30 101	2503, 2506												
C—51 19/30 96	2507, 2511												
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60 per cent engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia			Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1.40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1.09	1.00
Rodeo and Vallejo Jct	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore and Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1.50	McAvoy and Bay Point	1.66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Bentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlone	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

DISPATCHERS—Oakland Pier, Cal.

G. D. WRIGHT, Train Master.
C. E. NORTON, Chief.
A. M. DILLE, Asst. Chief.
E. ENTLEMAN, Asst. Chief.

W. E. DAVIDSON.
D. S. TROTH.
C. E. HUMPHREY.

W. J. CASSELLMAN.
E. VROOMAN.
H. B. AGLER.

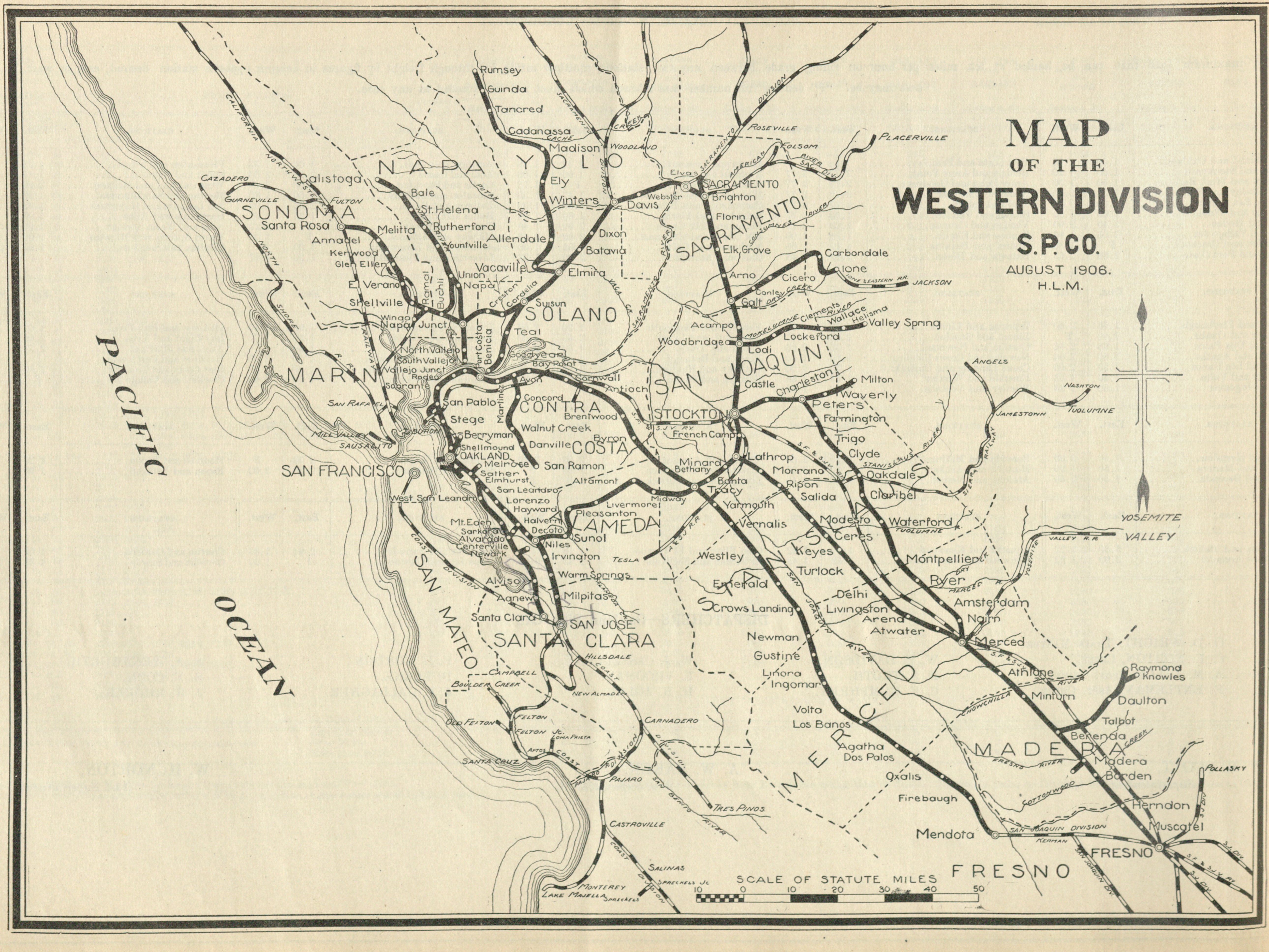
F. E. GORDON.
D. BLAKE.
J. P. GALLAGHER.

S. A. WENTWORTH.
S. N. COOK.
J. H. RHORER.

W. R. SCOTT,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.



MAP OF THE WESTERN DIVISION

S.P. CO.

AUGUST 1906.
H.L.M.

PACIFIC
OCEAN
SONOMA
NAPA
YOLO
SOLANO
MARIN
SACRAMENTO
SAN JOAQUIN
CONTRA
COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
STANISLAUS
MERCED
MADERA
FRESNO
Rumsey
Guinda
Tancred
Cadanassa
Madison
Ely
Winters
Davis
Woodland
Dixon
Batavia
Elmira
Allendale
Vacaville
Suisun
Cordelia
Teal
Benicia
Port Costa
Goodyear
Bay Point
Cornwall
Antioch
Avon
Martinez
Concord
Walnut Creek
Danville
San Ramon
Brentwood
Byron
Calistoga
Bale
St. Helena
Rutherford
Yountville
Union
Napa
Napa Junct.
Ramal
Buchli
Creston
Wingo
Cazadero
Gurneville
Fulton
Santa Rosa
Annadel
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
North Vallejo
South Vallejo
Vallejo Junct.
Rodeo
Sobrante
San Pablo
Stege
Berryman
Shellmound
OAKLAND
Melrose
Sather
Elmhurst
San Leandro
Lorenzo
Hayward
Halvern
Mt. Eden
Sarkara
Alvarado
Centerville
Newark
Decoto
Niles
Sunol
Irvington
Warm Springs
Alviso
Agnew
Milpitas
Santa Clara
SAN JOSE
San Rafael
Mill Valley
Sausalito
Tiburon
SAN FRANCISCO
West San Leandro
Pleasanton
Livermore
Altamont
Midway
Tesla
Hillsdale
Campbell
Boulder Creek
New Almaden
Felton
Old Felton
Felton Jc.
Loma Prieta
Aptos
Santa Cruz
Pajaro
Carnadero
Tres Pinos
Castroville
Salinas
Spreckels Jc.
Spreckels
Monterey
Lake Majella
SACRAMENTO
Elvas
Webster
Brighton
Florin
Elk Grove
Arno
Galt
Conley
Acampo
Woodbridge
Lodi
Castle
STOCKTON
French Camp
Lathrop
Minard
Bethany
Banta
Tracy
Yarmouth
Vernalis
Westley
Emerald
Crows Landing
Newman
Gustine
Linora
Ingomar
Volta
Los Banos
Agatha
Dos Palos
Oxalis
Firebaugh
Mendota
Kerman
Roseville
Folsom
Placerville
Carbondale
Ione
Cicero
Jackson
Clements
Wallace
Helisma
Valley Spring
Lockeford
Charleston
Milton
Peters
Waverly
Farmington
Trigo
Clyde
Oakdale
Morrano
Ripon
Salida
Claribel
Modesto
Ceres
Waterford
Keyes
Turlock
Montpellier
Delhi
Ryer
Livingston
Amsterdam
Arena
Atwater
Nairn
Merced
Athlone
Minturn
Berenda
Madera
Borden
Herndon
Muscatel
FRESNO
Pollasky
Raymond
Knowles
Daulton
Talbot
Angels
Jamestown
Nashton
Tuolumne
Yosemite
Valley
California Northwestern
North Shore Railway
Sacramento Division
San Joaquin Division
Coast Division
Sierra Railway
Yosemite Valley R.R.
Ione Eastern R.R.
S.F. & S.J.V. Ry.
S.J.V. Ry.
Cache Creek
Putah Ck.
Sacramento River
American River
Cosumnes River
Dry Creek
Mokelumne River
Stanislaus River
Tuolumne R.
Merced R.
San Joaquin River
Chowchilla River
Fresno River
Cottonwood
San Benito River
Ulatis Cr.
S.J. Div.
SCALE OF STATUTE MILES
10
0
10
20
30
40
50